

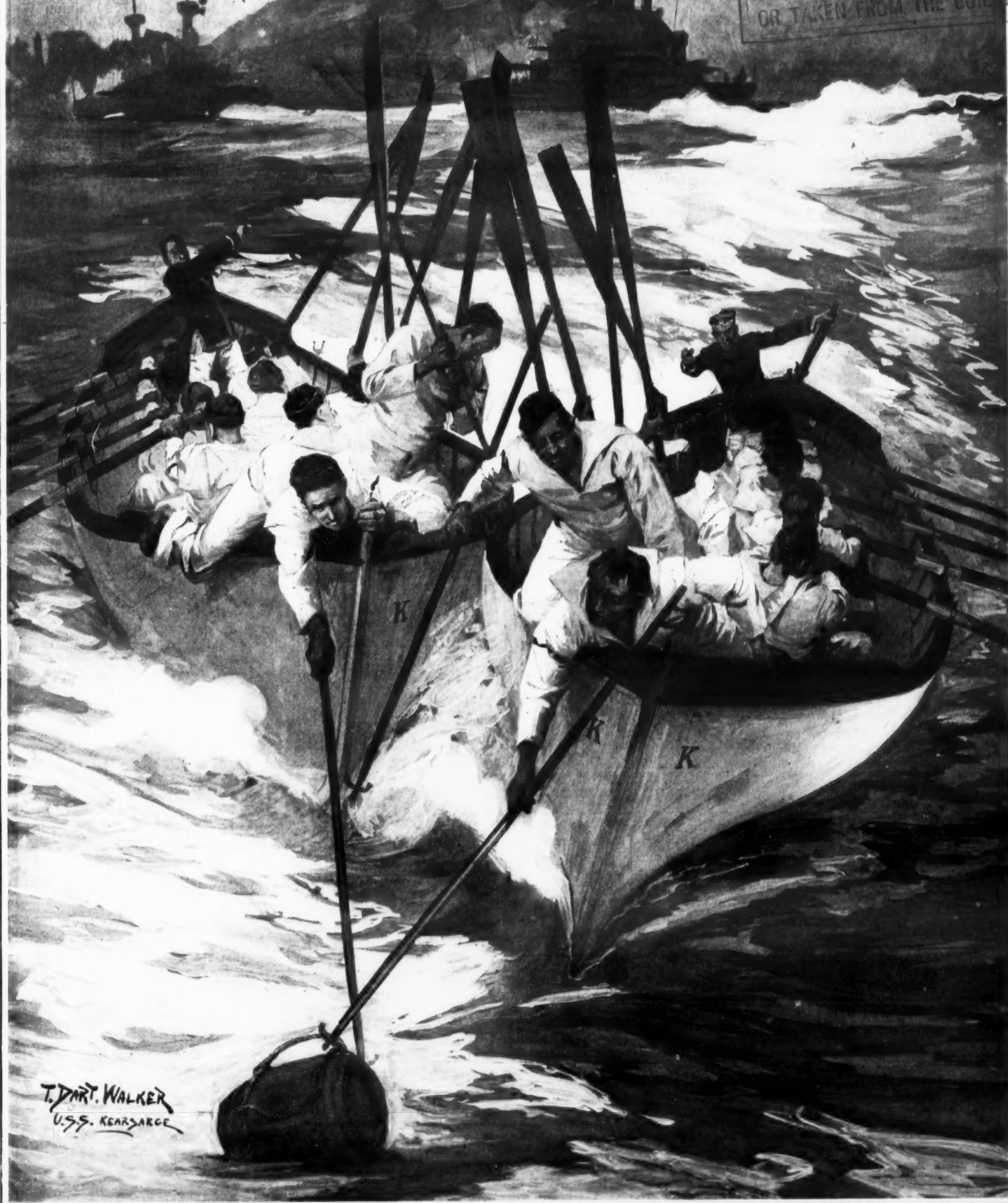
Middle Club
AUTOMOBILE NUMBER

No. 2577

JANUARY 26, 1905

PRICE 10 CENTS

LESLIE'S WEEKLY



“Man Overboard!”—Exciting Life-saving Drill of the American Navy

Drawn for Leslie's Weekly by T. Dart Walker

THE PROTECTION OF ONE MILLION FAMILIES.

New York Life Insurance Co.

==1845==

JOHN A. McCALL, President.

==1905==

This Company is Sixty Years old. The Sixtieth Report, covering the year 1904 and describing the assets in detail, is now ready. It will be mailed to any address on request.

1904 was the most prosperous year in the Company's history.

New paid business during 1904 exceeded 342 million dollars of insurance. This is 15 millions more than the new paid business of any previous year, by this Company; and 100 millions more than the new paid business of any previous year by any other regular life insurance company.

The expense ratio for 1904 is lower than for 1903.

This Company is purely mutual; it has no Capital Stock. The policy-holders are the Company and own the assets. Their title to the assets is recorded in 925,000 policies. The policies average about \$2,100 each.

This Company has returned to its policy-holders since organization in 1845 over 450 million dollars.

Cash payments to policy-holders during the single year 1904 amounted to over 40 million dollars. In addition the Company loaned to policy-holders during the year on the sole security of their policies 17 million dollars.

The accumulations under 925,000 policies amount to 390 million dollars, cost value, an average of \$420 per policy. These accumulations are required by law and for the fulfillment of the Company's obligations under these policies.

The Bonds owned aggregate at par 288 million dollars; they cost 287 million dollars; their market value is 294 million dollars. Not a single Bond is in default of interest.

This Company does not invest in stocks or industrial securities of any kind.

This Company files its Detailed Annual Report with the Department of Commerce and Labor of the United States; with the Insurance Department of the State of New York; with each one of the State Insurance Departments in the United States, and with the Governments of all the civilized countries of the world.

This Report, in all its details, including investments and general management, is therefore scrutinized by the severest Court of Critics in the world. No other list of securities held for any purpose presents so many official certificates of approval.

BALANCE SHEET, JANUARY 1, 1905.

ASSETS.

Government, State, City, County and other Bonds, cost value,	\$287,062,384
(MARKET VALUE, \$294,309,731)	
(Company does not include in Assets the excess \$7,247,377 of market value of Bonds owned over cost).	
Bonds and Mortgages (413 first liens),	23,595,105
Deposits in 489 Banks throughout the world (at interest \$15,241,793),	17,694,110
Loans to Policy-holders on Policies as security (reserve value thereof, \$50,000,000),	35,867,475
Real Estate, 23 pieces (including eleven office buildings, valued at \$10,940,000),	13,257,500
Quarterly and Semi-Annual Premiums not yet due, reserve charged in Liabilities,	4,086,171
Premium Notes on Policies in force (Legal Reserve to secure same, \$5,500,000),	3,331,618
Premiums in transit, reserve charged in Liabilities,	2,746,326
Interest and Rents accrued,	2,469,571
Loans on Bonds (market value, \$783,565),	550,000
(Company does not invest in stocks),	
Total Assets,	\$390,660,260

LIABILITIES.

Policy Reserve (per certificate of New York Insurance Dept.), Dec. 31, 1904,	\$336,222,459
All other Liabilities on Policies, Annuities, Endowments, etc., awaiting presentation for payment,	6,909,661
Reserve on Policies which the Company voluntarily sets aside in excess of the State's requirements,	\$6,830,023
Reserve to provide Dividends payable to Policy-holders during 1905, and thereafter, as the periods mature:	
To holders of 20-Year Period Policies,	24,982,787
To holders of 15-Year Period Policies,	5,736,259
To holders of 10-Year Period Policies,	344,601
To holders of 5-Year Period Policies,	303,837
To holders of Annual Dividend Policies,	868,953
Reserve to provide for all other contingencies,	8,461,680
Total (not including \$7,247,377 excess of market value of Bonds owned over cost),	47,528,140
Total Liabilities,	\$390,660,260

INCOME, 1904.

New Premiums,	\$16,133,824
Renewal Premiums,	64,422,754
TOTAL PREMIUMS,	\$80,556,578
Interest Receipts from:	
Bonds owned,	\$10,634,987
Mortgage loans,	1,069,232
Loans to Policy-holders, secured by Policies,	1,943,063
Bank Deposits and Collateral Loans,	702,056
TOTAL INTEREST RECEIPTS,	14,349,338
Rents from Company's properties,	946,723
Profits realized on Securities sold during the year,	499,688
Deposits on account of Registered Bond Policies, etc.,	538,945
Total Cash Income,	\$96,891,272

DISBURSEMENTS, 1904.

Paid for Death-claims (\$19,734,245), Endowments (\$5,051,629), and Annuities (\$1,723,160),	\$26,509,034
Paid for Dividends (\$5,989,491), Surrender Values (\$7,790,058), and other Payments (\$95,279) to Policy-holders,	13,874,828
Commissions and all other payments to agents, \$7,276,850 (on New Business of year, \$342,212,569); Medical Examiners' Fees \$788,761, and Inspection of Risks \$178,155,	8,243,766
Home and Branch Office Expenses, Taxes, Legal Fees, Advertising, Equipment Account, Telegraph, Postage, Commissions on \$1,586,396, 739 of Old Business and Miscellaneous Expenditures,	11,204,101
*TOTAL DISBURSEMENTS,	\$59,831,729
Balance for Reserves—Excess of Income over Disbursements for year,	37,059,543
<small>* The Expense ratio for 1904 is lower than for 1903.</small>	
Total Disbursements and Balance for Reserves,	\$96,891,272

NEW BUSINESS PAID FOR IN 1904 (185,367 Policies) - \$342,212,569
GAIN IN 1904 (4,249 Policies) \$15,554,323

TOTAL PAID-FOR INSURANCE IN FORCE (924,712 Policies) - \$1,928,609,308
GAIN IN 1904 (112,001 Policies) \$183,396,409

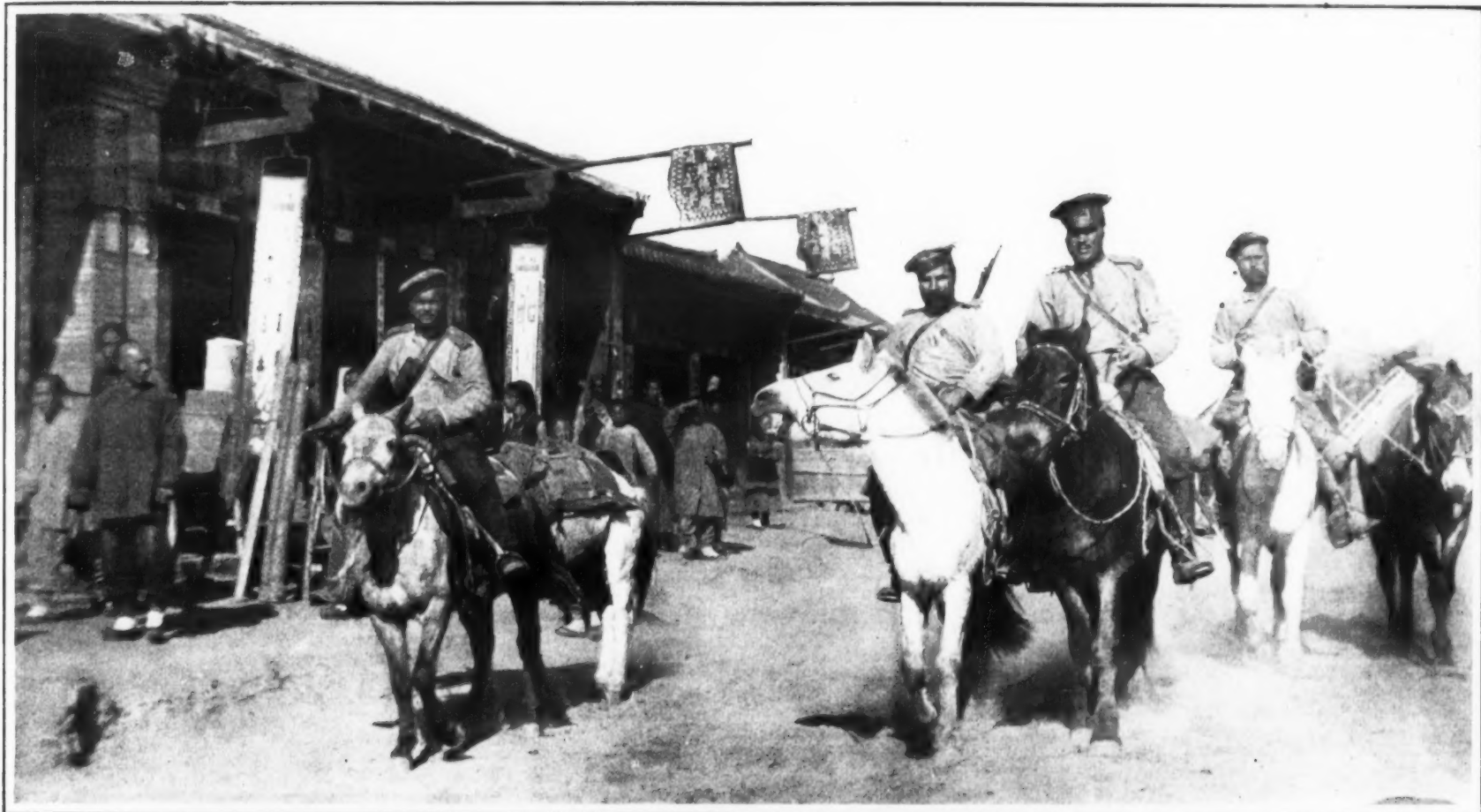
LESLIE'S WEEKLY

Copyright, 1914, by Judge Company, Publishers, No. 225 Fourth Avenue, New York.

Vol. C. No. 2577

New York, January 26, 1905

Price 10 Cents



COSSACKS OF KUROPATKIN'S ARMY AT HSIN-MIN-T'UN, MANCHURIA, LEADING PACK ANIMALS LADEN WITH FORAGED SUPPLIES.



VAIN TRIP OF KUROPATKIN'S SUPPLY-WAGONS TO HSIN-MIN-T'UN, WHERE THE CHINESE PREFECT FORBODE THE MERCHANTS TO SELL GOODS TO THE RUSSIANS.

RUSSIAN ARMY'S TROUBLE IN SECURING SUPPLIES.

FIGHTING COSSACKS COMPELLED TO BE FORAGERS, AND REFUSAL OF THE CHINESE IN A MANCHURIAN TOWN TO SELL GOODS TO THE INVADERS.

Photographed for Leslie's Weekly by Dr. L. L. Seaman.

LESLIE'S WEEKLY

THE OLDEST ILLUSTRATED WEEKLY IN THE UNITED STATES

Vol. C.

No. 2577

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NOTICE TO THE PUBLIC.

Parties representing themselves as connected with
LESLIE'S WEEKLY should always be asked to pro-
duce credentials. This will prevent imposition.

Leslie's Weekly has no connection with "Frank Leslie's Popular Monthly."

Thursday, January 26, 1905

The Age of the Automobile.

IF THE HUE and cry raised against the automobile in certain sensational papers and in some rural communities has left the impression that this method of locomotion is likely to be abolished in the near future, that impression may be dismissed without delay. Nothing could be further from the truth. The automobile is here to remain in ever-increasing numbers. Not all the burdensome and restrictive laws passed by State Legislatures, nor all the meddlesome regulations passed by town and municipal councils, nor all the petty annoyances of hostile neighborhoods, can alter the facts of the case. The automobile is no longer a fad of the rich and leisurely classes; it is a fixture of modern civilization and a large and vital feature in the world's life.

An imposing array of statistics might be cited in evidence of the increase in the use of automobiles. The amount of money invested in the automobile business in this country alone in 1904 was over thirty-five million dollars, and the number of machines in use in the United States was over sixty-five thousand, an increase of more than fifty per cent. in a single year. In the city of New York and its immediate vicinity it is estimated that thirty-five hundred motor vehicles are in operation. In addition to the domestic production over five hundred automobiles, the appraised value of which exceeded \$1,700,000, were imported in 1904. Manufacturers at home and abroad are anticipating that the demand for the present year will largely exceed anything thus far known, and are preparing to meet it with largely increased capital and productive capacity.

One of the chief obstacles to the popularity and general use of the automobile has been the prevailing ignorance as to its mechanism and the impression that the operation of a machine required a specially high degree of skill. This difficulty, such as it is, will soon be dispelled by automobile schools in process of establishment in different cities, having for their avowed object the induction of prospective purchasers and owners into all the mysteries of electric, steam, and gasoline cars, and to train young men to become chauffeurs. A model school of this kind was established in Berlin last fall. The first course instructed the owners and operators of automobiles in the mechanism of various machines and in the art of running and caring for them. The second showed how automobiles are built, for the instruction of draftsmen and machinists. The course for professional chauffeurs dealt with steam, electric, and gasoline engineering, and was fully illustrated with boilers, engines, and other equipment, with which the students worked as students do at the regular technical schools.

In all the courses theory and explanation were carried on with practice. The president of the Massachusetts Automobile Club and a number of manufacturers took a direct interest in the scheme, and it was a success from the beginning. Schools of a similar character are now in operation in New York, Philadelphia, and other large cities. Instruction such as is given in these places will help to meet the demand for skilled operators in the automobile business and eliminate many of the risks that now attend the use of horseless carriages for pleasure and business.

No argument has been employed against the automobile that has not been urged times without number against every new device designed to revolutionize existing methods and customs. It is the old story, in a new form, of the possible bull on the track which aroused the apprehension of some timid souls when the first steam railroad was projected. Difficulties and dangers of some sort must be met here, as in every line of human advancement, according to the law of compensation so finely stated by Emerson. For over against an enlargement of our sphere of pleasure and recreation, the quickened speed and greater ease of transportation, must be set a measurable increase of the risks of life. But who shall say that for this we should either turn back to the

slow and tedious methods of ancient times or stop where we are and refuse to reap the advantages which modern enterprise and inventive genius have brought within our reach. With the cheapening and simplifying process now going on in automobile manufacture, it may be safely predicted that in ten years these modern chariots of pleasure will be within reach of every man who might own a horse, and the automobile age will be fairly ushered in.

It Is Up to the Churches.

DISTRICT-ATTORNEY JEROME was wholly right in declaring, as he did recently at a meeting of New York clergymen, that the churches were largely responsible for the failure of the Sunday laws in the city and elsewhere in the State. Referring particularly to the saloon evil, he said to the New York pastors: "If you will stick together and get the Baptist and the Methodist communities in the western part of the State to help, you will find that the Republican Governor will take some action. Then the law may be enforced, for he will see in the movement what may affect his political life." This is true as to the solution of the saloon problem, and the same has been true for years past, whatever may have been the complexion of the party in power.

The churches in New York State, as in almost every other State in the Union, represent in their total membership, in their aggregate property holdings, in their combined intellectual, social, and moral influence, enormous power, and are, where united to one end, capable of almost any achievement in the interests of the public. In all the respects named the churches together far outweigh the combined interests of the liquor dealers, and if they acted as harmoniously and solidly together as the latter do would have no difficulty in accomplishing their purposes. Acting as one strong arm, they could strike a blow at the saloon curse from which it could never recover.

The churches complain that their wishes and demands find so little apparent consideration at the hands of politicians, legislators, and executive officials. Why? One reason is because they so rarely agree among themselves on any specific and definite demands, and another reason is that they do not go about their reform work in a way to command the attention and co-operation of practical men. No party in city or State could, or would, resist them if they acted together with earnestness, sincerity, and true unity of purpose.

Is New York Still Doubtful?

LET NO REPUBLICAN suppose, from the returns of the recent election, that his party is sure of victory in the presidential canvass of 1908, whether it carries New York or not. Likewise, let no Republican imagine that the task of winning New York in that year will necessarily be easy.

The campaign of 1904 was exceptional because of the immense personal popularity of the Republican presidential candidate. By absolutely refusing to accept a renomination President Roosevelt takes this valuable asset away from the Republican party four years hence. Every Democratic campaign orator and magnate from Taggart and Parker down to the humblest of their spellbinders proclaimed that Roosevelt and not the Republican record or platform was the issue. They were right, but they were idiotic in calling the country's attention too prominently to this fact. Roosevelt as an issue made hundreds of thousands of votes for the Republican party. No other Republican could have won votes approaching the big total polled by Roosevelt in New York and every other State of the North and West.

New York is an exceedingly uncertain State. For a quarter of a century it swung alternately from one party to the other in successive presidential canvasses. While Cleveland carried it by a plurality of nearly 193,000 for Governor in 1882, he got a lead in it of only 1,047 two years later for President, and that lead was the result of ill-concealed ballot-box stuffing and thievery, for which, of course, Mr. Cleveland was in no wise responsible. Odell won it by less than 9,000 for Governor in 1902, but Roosevelt carried it by 175,000 for President in 1904. The Odell margin is far nearer the normal in New York than is the Roosevelt majority.

The fate of the Republicans in the country at large and in New York in 1908 will be determined by the record which they make in the presidency, in Congress, and in the State government of New York in the next three or four years. Governor-elect Higgins, an excellent, honest, and experienced public official, was nearly 100,000 below Roosevelt in the voting on November 8th. Had some other man than Roosevelt been at the head of the national ticket, Higgins's lead in the State and that of the Republican national ticket would have been much smaller.

The big majorities just rolled up for the party will be a strong temptation for the Republicans to commit extravagances in legislation in Washington and at Albany in the next year or two. Here is a possible peril for the party which it should guard against vigilantly and resolutely. For the time, at least, the Democrats have been reduced to impotency in the nation and the State, but Republican blunders could easily make the Democrats formidable. In the nation and the State the number of independent voters is large, and it is constantly increasing. The Republicans had most of the independents on their side in 1896, 1900,

and 1904, especially in the last-named year, but wisdom in managing public affairs will be necessary to secure the continuance of their support.

The elections for Congress and for Governor of New York in 1906 will be worth something in the way of measuring the direction and the strength of the political current in nation and State for 1908. Meanwhile, it is too early to assume either that Republican victory in New York is certain for 1908, or that the maintenance of Republican power in the presidency and Congress in that year can be had without New York's vote, or even with it.

The Plain Truth.

WHEN THE corner-stone of the magnificent new building of the New York Times at Broadway and Forty-second Street was laid, a year ago, a brief description of the building, with an illustration, was given in the columns of LESLIE'S WEEKLY. Now that the structure has been completed in every detail, according to the plans, and the Times has moved into its new home, we will improve the occasion not only to congratulate our contemporary upon this happy consummation of its hopes and wishes, but to bear our testimony to the entire worthiness of the Times of the great and enduring success and prosperity to which this building is a splendid attestation. If it has, as claimed, the highest, finest, and most thoroughly equipped newspaper building in the world, it has no more than it justly deserves as a journal which has always embodied in itself the highest and finest ideals of modern journalism, and has combined the qualities of liberality, progressiveness, and popularity with that degree of sanity and genuine conservatism that has given it such a strong hold upon the thinking public. The Times has fought and won many a good fight for civic, state, and national righteousness, and with the new and greatly enlarged facilities which its present building affords it will doubtless go on to larger and nobler achievements than ever before. Few things in this world are so good that they cannot be made better, and the better building will be largely in vain if it does not make a still better paper.

THE LEGISLATURE at Albany should need nothing more than the timely and forcible recommendation made by Speaker Nixon in his address at the opening session to give early and favorable consideration to the newspaper libel bill, which passed the Assembly last year but failed in the Senate. This measure is so clearly in the interests of justice and fair play that further argument should be unnecessary. It simply asks for the publishers of newspapers a right now accorded to citizens engaged in all other occupations—the right to be regarded as innocent of crime until they are proven guilty. As Speaker Nixon very properly put the case, "the publishers who ask for this bill seek only fair treatment in cases where they are now prosecuted for blackmail purposes." As the law on this subject of newspaper libel now stands it throws upon the editors and proprietors of newspapers a criminal responsibility for every error that may creep into their columns, no matter how conscientious and free of wrong intent they may be, thus making it practically impossible for men not endowed with infallibility to run a newspaper without constant risk of being indicted in heavy damages by malicious or evil-disposed persons. The measure proposed provides that publishers may be relieved of the presumption of malice when they chance to print an erroneous statement followed by a prompt correction when the error is discovered. A law so framed should satisfy every one except those who make capital out of blackmail and newspaper prosecutions.

A GROSSER or more inexcusable abuse of police power has not occurred within our knowledge than the arrest and imprisonment of an aged couple in New York a few days ago on the charge of theft. When the case came up for trial in the police court it appeared that the old couple were honest, industrious, and worthy people, wholly innocent of crime or of anything that should have provoked a suspicion of wrongdoing. The wife, over seventy years of age, had a harmless mania for buying trifles at bargain-counters, and when these were brought to her little flat she stored the packages away. A spiteful neighbor who had missed some article accused the old couple of theft, and acting on this information the police haled the man and wife to the station and locked them up in separate cells, and carted off a wagon-load of packages found in the room, under the belief that they had made "a great haul" of stolen goods. When detectives were summoned to trace the goods it was found that they had all been paid for. This investigation consumed five days, the old couple remaining in jail meanwhile. After their discharge in court the aged wife was told that she and her husband had been accused of theft, and the poor creature was so overcome with grief that she fainted. Thus in a city reeking with vice and crime the police can find nothing better to do than to arrest, without investigation and with no evidence, a helpless, innocent, and aged man and wife and keep them in prison for five days, ignorant of the charge against them. If such an event had happened in Russia it would have occasioned no surprise; that it actually did happen in the metropolis of this free and enlightened land seems almost incredible. If the members of the Masonic order, of which, it appears, the old man, aged eighty-one, is an honored member, do not follow this matter up and secure punishment for the officers they will fall short of their duty as men and brother Masons.

PEOPLE TALKED ABOUT

PERHAPS NO one person has done more to make automobiling popular than has Barney Oldfield,



BARNEY OLDFIELD.
The automobilist, who holds world records for one to fifty miles, inclusive.—T. C. Muter.

the widely-known driver of racing motor-cars. Mr. Oldfield is a world's champion, holding all the race-track records for automobile driving from one to fifty miles, inclusive. The fastest time ever made in a motor race—forty-three seconds—stands to his credit, and he has often predicted that that mark would yet be lowered by him. Mr. Oldfield is what may be called a born automobilist. He has the knack of getting more speed out of a machine of any given horsepower than other chauffeurs develop in higher-powered vehicles. His favorite motor is a sixty-horse-power 1,700-pound one, with a pointed front, which greatly lessens the

air resistance. Mr. Oldfield is naturally one of the most conspicuous figures at the Ormond meet, where he has won new laurels. His skill as a racing automobilist is such that he derives from it an income of \$15,000 to \$20,000 a year. During his brilliant career as a motorist Mr. Oldfield has had the misfortune, through no fault of his own, of running over and killing three men, two of these casualties having occurred at the St. Louis world's fair. His aptness for racing began long ago, for he was formerly bicycle champion of Ohio. He is about thirty years of age, and, while he is a man of iron nerve, his driving is as careful as it is bold.

THE COUNTY of Delaware, New York State, has been benefited in many ways by the fact that it was the birthplace of Jay Gould, the famous financier, and is now the summer home of several members of his family. The benefits have come largely through the wise beneficence of his daughter, Miss Helen Gould, whose favorite summer home is the little village of Roxbury, on the eastern edge of the county. A beautiful church, a commodious public library, and a pretty park are some of the good things that have come to Roxbury as gifts from Miss Gould. Recently Miss Gould's well-known interest in the work of the Young Men's Christian Association has led to her approval of a plan for extending the benefits of this organization throughout the whole of Delaware County, the plan involving the employment of a field secretary, half of whose salary will be paid by Miss Gould. This move is certain to have good results.

ONE OF THE most popular belles of official Washington society is Miss Flora Wilson, daughter of the Secretary of Agriculture. Her father being a widower, it has devolved upon Miss Wilson to represent the family in Mrs. Roosevelt's ladies' cabinet and to entertain extensively in the secretary's comfortable quarters. She has won an enviable reputation as a charming hostess. Miss Wilson is spending the winter in Europe, but the reappointment of her father means that she will make Washington her home four years longer. Prior to going there eight years ago, when her father was called to President McKinley's Cabinet, Miss Wilson was librarian of the Iowa State Agricultural College at Ames, with which her father was connected as director of the agricultural experiment station. Miss Wilson is decidedly literary in her tastes and ambitions, being one of the best-read women in Washington. She is an easy and graceful writer, and is said to be at work upon a book which will soon be published.



MISS FLORA WILSON,
Daughter of the Secretary of Agriculture, and a popular Washington belle.

CHARLES S. DENEEN, Illinois's new executive, has the distinction of being the only Republican candidate for Governor who had a larger vote in his State than was polled by President Roosevelt. He led Roosevelt by about 1,400 votes, but as his Democratic opponent, Stringer, ran several thousands ahead of Parker, his plurality fell short of the President's, being 300,000, as compared with 305,000 for Roosevelt. The highest plurality ever gained by anybody previously in Illinois was McKinley's in 1896—142,000. The Republican plurality for Governor that year, 113,000, was never equaled until 1904. Governor Deneen is a highly

interesting personality. He was born in Edwardsville, Ill., forty-two years ago, and is thus nearly five years younger than President Roosevelt. Also, like the President, he made a wide reputation as a reformer early in his career. It was as State's attorney for Cook County, however, which post he held for several years, that he gained the name as a fearless and effective prosecutor of crooks which won him the nomination for Governor, and which contributed to his unexampled vote. Shrewd political observers will keep watch of the man who has just gone to the head of the Illinois State government. If Governor Charles S. Deneen should "make good" for the next three years, the State of Lincoln and Grant, the third State in the Union in population, wealth, and political importance, may present a favorite son to the national convention of 1908 who will make a powerful appeal to the Republicans of the country.

EVERY INTEREST making for the betterment of conditions in the South will be subserved by the action of Judge Wilkinson, of the Circuit Court of Lincoln County, Mississippi, in imposing severe sentences upon a number of white men convicted of murderous violence toward negroes.



JUDGE WILKINSON,
Of Mississippi, who imposes heavy sentences on murderers of negroes.—Norman.

The convicted men, seven in all, were members of a so-called Farmers' League, whose avowed object was the extermination of the negroes. They were found guilty of killing harmless and inoffensive colored men by haling them out of their homes at night and subjecting them to a beating and other cruelties. One of the convicted men was sentenced by Judge Wilkinson to life imprisonment, another to twenty-five years' imprisonment, and five others to fifty years each in the penitentiary. These sentences are the partial result of the efforts made by Governor Vardaman to break up this gang of whitecappers who have been the terror of Lincoln County. Judge Wilkinson has had not only the support and co-operation of the Governor in his work, but that of the local juries and prosecuting officers. The severity of the sentences created some surprise, but they are sustained by the Southern press and the best public throughout the South.

ORDINARILY the election of a man to the directorate of a railroad is an event of no special significance and calls for no comment. But when a man who happens to be the president of one of the greatest railroad corporations in the country is at the same time given a place in the directorate of another equally important line, hitherto regarded as an independent, if not a rival, enterprise, the event assumes another and more interesting phase. Such is the interest which attaches to the fact that President A. J. Cassatt, of the Pennsylvania Railroad, has been elected a director of the New York, New Haven and Hartford road. This does not mean, the public is assured, that the Pennsylvania corporation has acquired a controlling interest in the New Haven line, nor anywhere near it; but the official combination simply means, it is said, a harmonization of certain trunk-line interests, particularly as regards coal traffic and passenger traffic. The exchange of freight traffic in general, it is said, will be enormous, approximating fifty per cent. of the New Haven's exchange freight business, and the further development and conservation of this business is believed to be one of the chief considerations in the election of Mr. Cassatt. That the traveling and freight-paying public will be directly and indirectly benefited by this consolidation movement is quite probable, although this part of the programme is not announced.



PRESIDENT A. J. CASSATT,
Who has become a director in the New Haven Railroad.
Davis & Sanford.

THE PANAMA CANAL is to receive an open investigation from Hon. Lafe Young, of the Des Moines Capital, who has just departed for the scene of his activity. Mr. Young has a reputation throughout the nation as a banquet orator and a politician. He it was who made the nominating speech at Philadelphia for Theodore Roosevelt for Vice-President. During the Spanish-American War he was with Roosevelt at San Juan Hill, and followed the course of events of that incident in American history with a very trenchant pen. He will spend a couple of months upon the Isthmus of Panama, giving his impressions of the work and the manner in which it is to be performed. It is not stated by Mr. Young that he goes by request of the President, but his intimacy with the chief executive might readily give that impression. On his way home he is to stop at Washington, and the President will no doubt learn the fruits of Colonel Young's mission.

AUTOMOBILING is a pastime which possesses a peculiar fascination for our men of wealth, in the

affections of many of whom the motor-car rivals the pedigreed horse. Among the long list of American millionaires noted for their fondness for the automobile few, if any, are to be ranked ahead of Mr. Alfred G. Vanderbilt, who has acquired much skill in the operation of the horseless vehicle. Mr. Vanderbilt's enthusiasm for the sport has been manifested in a very substantial way. He is the possessor of a number of automobiles of the best makes, his investments in this direction having already aggregated some \$100,000. He has in his employ one of the most expert chauffeurs in the world, and his \$16,000 racing-car has been entered in many important contests, where it has given a good account of itself. Mr. Vanderbilt has had an extensive experience in the driving of touring-cars, but has not until lately been regarded as inclining to take a personal part in automobile races. The prospect of the great meet now on at Ormond, Fla., however, aroused in him an ambition to display his expertness in the competitions on the unequalled track at that point. Mr. Vanderbilt sent his speediest motor-cars to the scene, and went thither in his special railroad coach, accompanied by a party of congenial friends. He has manifested the liveliest interest in the competitions on the beach, and will doubtless return a more enthusiastic automobilist than ever.

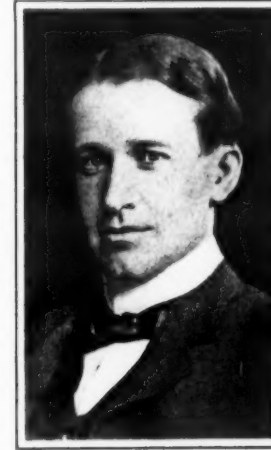


MR. ALFRED G. VANDERBILT,
An enthusiastic automobilist, who has invested \$100,000 in motor-cars.—F. L. Spooner.

THE NEW premier of Austria, Baron Gautsch, is a man of great ability and force of character, and practically self-made. Most of his predecessors were members of Austria's old aristocracy, but he attained the premiership without the aid of long descent and social influence. He is hardly regarded as one of the nobility, for his father was the first of the family to bear the title of baron. The premier is entirely without fortune. He commenced his career as an usher in a school. Later he was made the head of an institution for the education of poor noblemen's sons. Coming in contact with the Emperor, he was appointed director of a military academy in which many royal personages have been educated. The baron subsequently was made minister of public instruction, and in time came to be premier.

IN RESUMING, as Governor of Missouri, his warfare against boodlers, which he carried on four years as

circuit attorney of St. Louis, Joseph W. Folk has the assistance of another young man. Herbert S. Hadley, the newly-installed attorney-general of the State, is only thirty-two years old, three years younger than Mr. Folk. Although he is the first Republican to be elected to that position in Missouri since 1852, and the Governor is a Democrat, Mr. Hadley and Mr. Folk are not strangers to each other. During the early part of the latter's administration in St. Louis Mr. Hadley was prosecuting attorney of Jackson County, in which Kansas City is located; and while Mr. Folk was making things uncomfortable for traffickers in boodle, the younger man was devoting much of his time to the prosecution of election thieves. The two co-operated frequently. Often there was a Kansas City "end" to a St. Louis case, or a St. Louis "end" to a Kansas City indictment, and each aided the other in securing affidavits or desired information bearing on the cases. Mr. Hadley was born in Kansas, and studied at the State university and the law school of Northwestern University. He located in Kansas City soon after graduation, and in a short time was appointed assistant city counselor. In 1900 he was elected prosecuting attorney of the county, and in twenty-one months he disposed of twenty-one murder cases, securing convictions in all but one, the jury disagreeing in that single instance. Of the 128 cases he tried in that period, many of them cases of election frauds, only six resulted in verdicts of acquittal. Possibly, excepting Mr. Folk, Mr. Hadley is the most accomplished orator of the new administration.



HON. HERBERT S. HADLEY,
The young Republican attorney-general of Missouri, and a great foe of boodlers.—Spring.

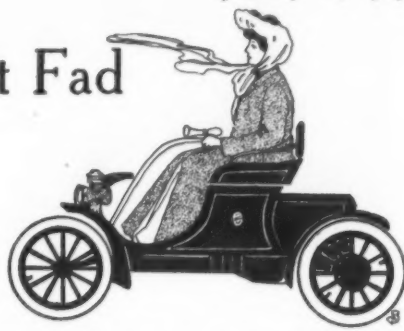


Automobiling the Society Woman's Latest Fad

By Harriet Quimby



A JANUARY RIDE THROUGH THE SNOW IN CENTRAL PARK, NEW YORK.



ONE OF the marvels of this century is the woman with the automobile, and the avidity with which she masters the mechanism of the vehicle despite oily fingers and smudged face. The day of the helpless, languid beauty has passed, and with the automobile, which came into the picture along with the various athletic sports—golf, polo, etc.—the alert, level headed woman who takes an interest in everything from the servant problem to astronomy is now occupying the immediate foreground. To take an interest in anything nowadays means that you must understand it through and through, and not only know how to manage it but to put your knowledge into practice.

A few years ago there was a sensational clamor about the dangers of automobile traveling, but since that method of locomotion has doubled and trebled both in Europe and in this country, and autos are operated extensively for purposes of business and pleasure, it is no longer a novelty to see a sixteen-horse-power machine making its way through a crowded thoroughfare under the sole guidance of a woman. In fact, the importance of woman in the field has reached a point where the manufacturers are putting out vehicles with special appointments to meet the demand of her fastidious taste. From the monogram plate and the clock the fittings have extended to little pockets for veil, gloves, books, etc., a zinc-lined box for luncheon, and another box large enough for an extra hat should my lady be going a distance and wish to save her plumes from the ravages of the wind during a brisk run. And all these things are concealed so neatly in the body of the machine that the uninitiated would never suspect their presence. These little conveniences increase the attractions of automobiling, which is becoming a fad with a continually growing number of society women.

Just why woman likes an automobile was expressed not long ago by a cynical Newport bachelor—"because she looks pretty in it whether she sits on the low step and chats with a friend, or goes flying along with veil and ribbons rustling in the breeze. Then she compels admiration for being able to manage the beast, and last but not least, because she is enabled to so gracefully defy the law by scorching and getting a good run for her 'fine money' beside the excitement of being pursued by a mounted cop with brass buttons and an official star." There it is in a nutshell—one man's idea. He may or may not be right; at any rate, woman has taken to the automobile with great enthusiasm and she is not only learning how to drive it, but is also trying to gain a comprehensive knowledge of the running gear of her hobby. It is only natural that one should find a fascination in driving this new vehicle, which seems a thing lifeless and inanimate, but which plunges forward the moment you turn on the power, and reverses and stops and turns to right or left by the mere application of a lever.

And then, too, woman with her inevitable dash of sentiment tells us, and in this the man enthusiast agrees with her, that these whirring, jumping machines have an individuality of their own and marked temperaments as strong as those of human beings, and quite as troublesome. Just as a sailor will tell you that no two ships ever built will ever sail the same, be they exactly the same in tonnage and build, so it is with the automobiles. You are certain to find some little difference. One is a better hill-climber, another has better hauling capabilities, while a third is a racer, but poor in the before-named accomplishments. The handling of this horseless steed has reached such perfection that the enthusiast is not content with mere driving and with knowing the mechanism of his machine; he needs must study his car as a trooper studies his horse. He must know all its little ways, its fads and fancies, just what weather suits it, when it may be trusted to do its best, and when it must be humored and coaxed.

"What possible chance has woman in the field of the professional chauffeur?" was asked of a number of New York manufacturers and importers. The reply, a consensus of opinion, and very decided, was: "Not one chance in a million." "But why—we have feminine bronco busters, feminine sea captains, ambulance surgeons and bell-boys; why not chauffeurs?" Three reasons—a chauffeur must have complete lack of vanity, iron nerve and iron muscle, and a quick, decisive

manner of handling a machine in a crowded street. And, too, he must know how to save power, and also the wear and tear upon the machine. No human woman could do all these for any length of time and thrive. Although in America, and especially in New York, Newport, and Tuxedo, we have some expert drivers among the women, she is still an exception who loves not to toot the horn violently upon all occasions, and above all to come tearing down the street, drive up in front of a residence at full speed with flying colors and clap on the brakes hard to stop short. This method is dramatic and effective, and the fluffy, airy creature with frills and furbelows looks at her best, and she knows it, but it is not good for the machine any more than it is good to speed your best horse and refresh him with water.

With all this observing wisdom of man put into words, and some part of which we are obliged to confess is true, there seems to be only a slim chance of woman displacing man in this particular branch of industry. However, she will continue to drive her own machine, and, like the French woman, to whom the sport is older, she may eventually enter some of the racing contests which take place every season along the Atlantic coast. That her interest has gone beyond vanity and the excessive use of the horn is now and then demonstrated by the vision of a breakdown and a woman doing some of the simpler repairs, which she often does with as much skill as would a man under the same circumstances.

An evidence of this was witnessed in Central Park,

New York, not long ago, when a natty two-seated vehicle propelled by gasoline came speeding down the driveway, flurrying the snow to right and left, under the guidance of its feminine driver. Suddenly the wheels began to revolve more slowly and finally stopped altogether—the machine had balked. Without hesitation out jumped the bit of femininity, and, pulling off her gloves, set to work examining with expert eye the various parts of the machine to see what the trouble was. The carburetor and sparkler worked all right, but somehow the wheels would not budge. After cranking for ten minutes or so without result she seemed to have an inspiration, and, pulling up the seat, she brought out the tool-box underneath and set to work putting in a new spark plug, which she did in a workmanlike manner. She then washed her hands in the snow, polished her nails with the inside of her glove, and with the self-satisfied air of one who has conquered she jumped in and flew away at reckless pace to get as far as possible from the small boy who was irreverent enough to give the very hackneyed but eloquent advice—"Get a horse! Get a horse!"

The progressive march of the automobile impresses us only when some new and surprising truck passes us in the street. The time for considering the machine as an expensive toy for mere pleasure has long since passed, and the motor wagon's numerous possibilities for usefulness are so great that the wildest play of the imagination suggests nothing that seems impracticable. In New York and elsewhere the fire chiefs go to fires in automobiles, and they find that they can cover more ground in less time than with horse vehicles. Inspectors of streets use them, and in all branches of city service the tendency is to supersede the horse by motor whenever it is practicable. The auto of the future is undoubtedly the aerial carriage. That this stage of the automobile is not so far in advance of the present era is proved by the fact that an aerial model was a part of the fifth annual automobile exhibition held in Madison Square Garden, New York, and that for the purpose of promoting the aerial automobile idea a club composed of some of our prominent millionaire motor enthusiasts has very recently sprung into existence, and its members will do all in their power to bring the idea to a successful issue.

The automobile *versus* the horse is a much-mooted question, and probably will be for some time yet. Can I afford an automobile? is another, and is it cheaper to keep an automobile in New York than it is to keep a horse? is still another. Through the courtesy of an owner who maintains both a stable and a garage, I am enabled to put the estimated cost of each on a comparative basis. In the first place, the outlay will depend largely upon yourself, the kind of machine you purchase, and how you use it. A good, substantial machine will need less repair and will naturally last longer than a cheaper and lighter grade. However, that does not necessarily imply that a machine must cost ten or twenty thousand dollars. The man who can afford such will not spend time figuring out the cost of maintaining it. No two people owning machines will keep them for the same expenditure. One, for instance, will use his machine badly, and will take it to the repair-shop for every trifle. He will also pay the highest price—for there is a different scale of prices in everything in different parts of the city—and he will probably never think of keeping an account. The other man will study his machine till he knows it thoroughly, and he treats it much as he would a valuable horse. He buys his gasoline and lubricating oil in quantity and at better prices, and at the end of the year his bill of expense will naturally be much smaller than that of the other.

For the average sum of fifteen hundred to two thousand dollars a ten or sixteen horse-power, smart-looking vehicle of four seats, leather upholstered, a machine capable of the maximum speed of from twenty-five to thirty miles an hour on a level, and about eighteen on all grades, may be purchased. The principal cost of maintenance in New York City is the storage. The garage expense of a machine of this description will be twenty-five dollars a month, which of course includes cleaning. The cost of propelling power is largely dependent upon what use is made of the machine. A sixteen-horse-power motor will average ten miles to a gallon of gasoline on good roads. At twenty

Continued on page 90.

A Ride in an Automobile



OH, OTHERS may talk of the joys of the dance
When the music is dreamy and low,
Or the thrill of delight when the sail is unfurled
And the wake is a smother of snow;
Or the pleasure a canter on horseback affords,
Or a day with the rod and the reel;
But give me the reach of a long level road,
And a seat in an automobile!

HOW the miles rush away from the tireless machine!
How houses and fences fly past!
The town is a blur, and the orchards and woods
In ribbons of green follow fast.
It's adieu to the carriage we meet as we go,
And farewell to the swift-moving wheel,
And good-bye to the trolley we soon overtake
When out in an automobile.

IF perchance it is spring-time, we lunch as we rest
On a bed of blue violets sweet,
With a thrush or a robin to trill overhead
A silvery song while we eat.
We linger a while under blossomy boughs,
An armful of fragrance to steal
From apple-trees freighted with dewy pink buds,
Then away in the automobile.

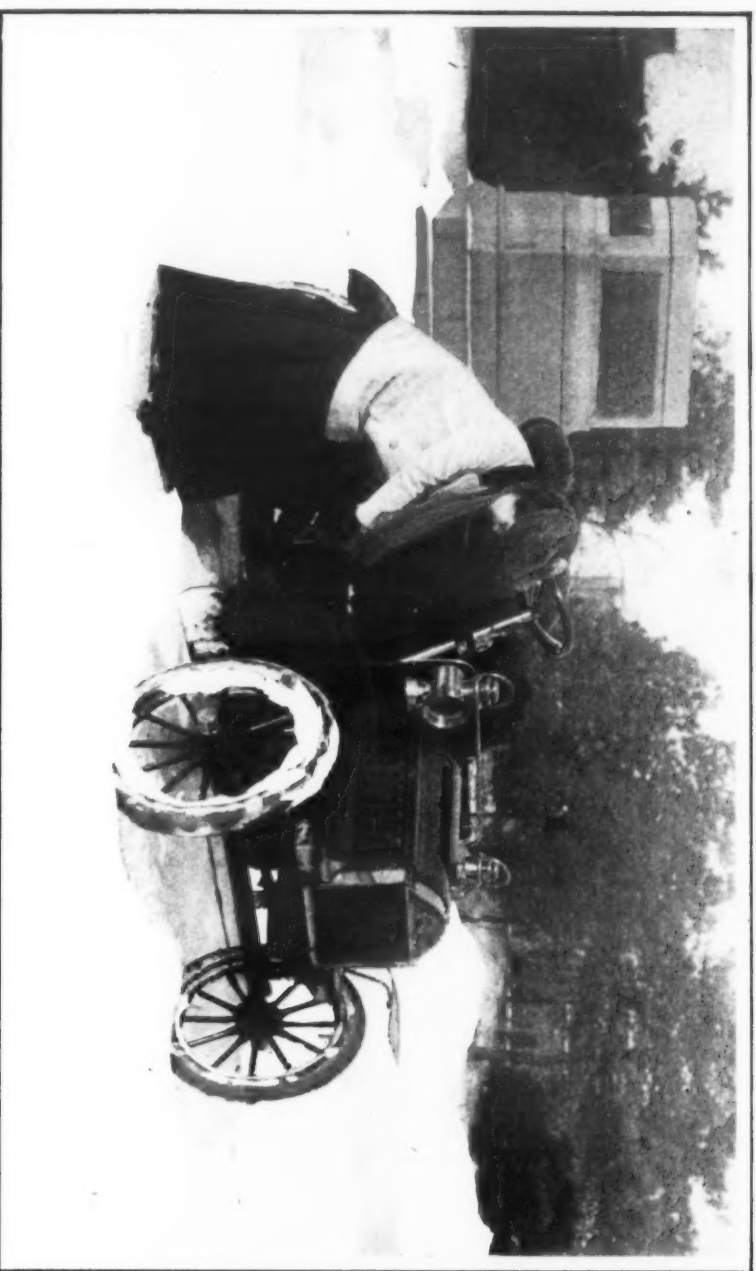
SHOULD somebody dear on the seat nestle near,
Then slackens the speed of the car,
Gliding slowly along in the amethyst dusk
By the light of the bright evening star.
There's a question to ask, and an answer to hear,
And a promise with kisses to seal,
And later the bliss of a honeymoon tour
For the pair in the automobile.
MINNA IRVING.



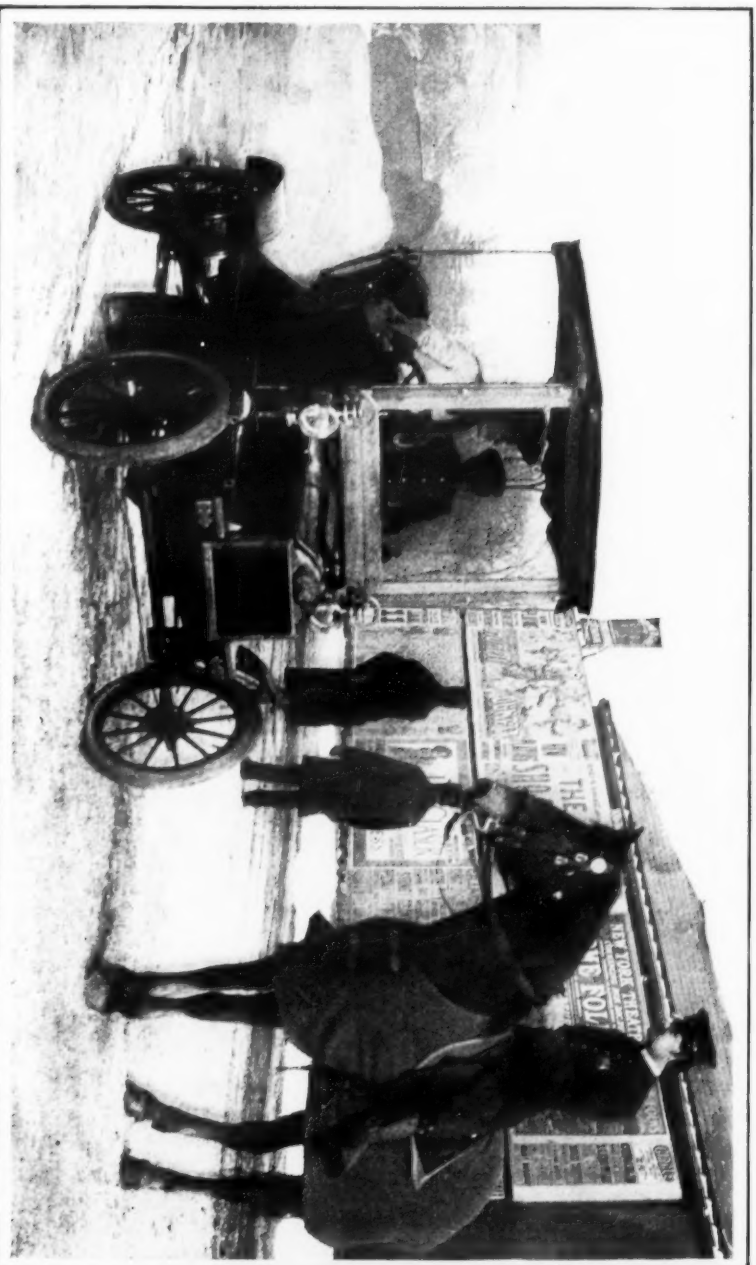
THE MACHINE BALKS, AND THE FAIR CHAUFFEUR SEENS THE CAUSE OF THE TROUBLE.



SEARCHING THE CHEST UNDER THE SEAT FOR THE PROPER REPAIRING-TOOLS.



CRANKING UP THE AUTOMOBILE FOR A FRESH START.



HAILED BY A STEEN POLICEMAN AND WARNED NOT TO DRIVE SO FAST.

THE SOCIETY WOMAN AS A DEVOTEE OF THE AUTOMOBILE.

ACTING AS CHAUFFEUR, SHE SPEEDS THROUGH SNOWY PARKS AND CROWDED STREETS, AND SKILLFULLY REPAIRS HER OWN VEHICLE.

Photographed by our staff photographer, J. C. Muller. See opposite page.



An American Woman Tells of the Curious Spirituality of Japan

By Eleanor Franklin



YAMADA, IN the sacred province of Ise, is the abiding-place of gods, and thither I journeyed on the "Pilgrim's Special"—oh, vandal modernity!—that runs on a branch line of the Tokaido, the Great Eastern Railway that stretches its shining length from Tokio down through the heart of the island empire to Nagasaki, guardian city of the country's outmost western boundaries. Time was, not so very long ago, when pilgrims to the temples of Ise walked barefoot from every corner of the empire, carrying on their backs food and bedding, together with offerings of rice and fine fabrics, to be laid on the altar of Ama-Terasu, great ancestress of the sun-descended sovereign of Japan; but Commodore Perry, on the gun-boat *Mississippi*, came one day into the harbor of Yeddo, and the chief gift he brought to the little isolated people was a breath of Western civilized strife. Since then, just fifty short years ago, Japan has emerged from the simplicity, the undeveloped state of a millennium gone, and has become a nation among nations, admired by all. Her hills and valleys are threaded by railways in every direction, and some of them are as finely equipped as many of the roads in the advanced countries where she has found her perfect models.

But what a pity that one of these long arms of progress should have reached southward into the god-province! It is an intrusion. But it pays the railway company, and the railway company is a faithful disciple of the country that thinks no other thought-but profit. Very soon all the Ise temples will be torn down and new ones erected in their places, and then from every corner of enlightened Japan the believing thousands will come to get bits of the wood blest by breath of gods for twenty years and full of potent power to keep the faithful one from harm. This has been done every twenty years since the beginning of time, and now these faithful thousands who were wont to walk the weary miles of their pilgrimage under the burning summer sun may take the Pilgrim's Special at Nagoya, the Chicago of Japan, and ride to their devotions over a shining steel track and a gravel road-bed as level as the best. The province of Ise is the birthplace of Japan. It was thither that Jimmu-Tenno, the first Mikado, made his way from the celestial isles with the emblems of temporal supremacy, which he had in direct descent from his ancestress, Ama-Terasu, the sun-goddess, daughter of Izanagi and Izanami, the creators, as well as the Adam and Eve, in the Japanese story of Genesis. I do not know, have never yet been able to learn, what eventually became of Izanagi and Izanami, but Ama-Terasu became the ancestress of the imperial family of Japan, and is to-day enjoying the paternal protection of the august government as the principal deity of the Shinto faith, the state religion of the empire.

Shortly after Ama-Terasu was given dominion over the high plains of heaven, one of the greatest events in the history of Japan occurred through the very great rudeness of her brother, Susa-no-o, His-Impetuous-Male-Augustness, the god of the seas. It seems that Susa-no-o had been banished the land by his father, and that, instead of retiring to his own dominions, he decided to visit his sister, Ama-Terasu, The-Heaven-Shining-Great-August-Deity. Ama-Terasu was not glad to see him, and the test to which she put the sincerity of his protestations of brotherly regard so enraged him that he "broke down the fences of her rice-fields, filled up the water sluices, and defiled her garden," for which indignity she retired with her handmaidens into a cave, and, closing the door, plunged the whole "plain of heaven and the Central-Land-of-Reed-Plains" into darkness. Myriads of deities assembled together before the door of the cave, beseeching the sun-goddess to reappear, but she was obdurate and refused to show her face. Then "they gathered the cocks of the barnyard, and made them crow; they wrought a metal mirror; they constructed a string of beautiful jewels; they performed divination with the shoulder-blade of a stag; they took a plant of Sakaki and hung on its branches the strings of jewels, the mirror, and the offerings of peace. Then they caused the rituals to be recited, a dance to be danced, and all the assembled deities laughed aloud. The sun-goddess heard these sounds of merriment and was amazed. She softly opened the door and looked out, and asked the meaning of all this tumult. They told her it was because they had found another goddess more illustrious than she. At the same time they held before her luminous face the mirror which they had made. Astonished she stepped out, and they shut and fastened the door behind her. And the plain of heaven and the Central-Land-of-Reed-Plains became light again. Then the assembled deities took council together and caused His-Impetuous-Male-Augustness to be punished and expelled with a divine expulsion."



THE MYOTO-SEKI ("HUSBAND AND WIFE ROCKS"), EMBLEMS OF CONJUGAL FELICITY, AND GATEWAY TO THE SACRED PROVINCE OF ISE, JAPAN.

Now this mirror with which Ama-Terasu was enticed from her retirement in the cave she is supposed to have given to her offspring, the ancestor of Jimmu-Tenno, the first Emperor, who reigned 660 years before Christ, and, after many wanderings under imperial protection, it was enshrined at last, about 35 B.C., together with other emblems of temporal power, in a temple built near the present town of Yamada, which became, in consequence, the Mecca of Japan. And to this Mecca I traveled in red-plush upholstered luxury, along with other pilgrims on the pilgrims' own railway; journeyed down through green valleys mottled with rice terraces, past quaint, small villages grown up about old temples, and puffed noisily into the little modern railway-station just as the sun was tipping the summit of Asama-yama, the one high mountain visible to the southwest, and crowds of pilgrims were winding their ways through the narrow, tortuous streets to their evening devotions at the temples.

The temples occupy all the thought of the people of Yamada. The town exists for Naiku San and Geku San, as the god-dwellings are respectively called, and in the early morning every man, woman, and child fares forth into the sunrise to offer prayers and praise to Ama-Terasu, The-Heaven-Shining-Great-August-Deity. Riding outward to the temple park, just as the sun rose to the tops of the giant forest trees, next morning, I saw two young men in modern suits of blue serge, with high, white-linen collars and red cravats, bow down with foreheads almost touching the earth, while a few paces behind them knelt their women and children in costumes such as the same sun might have smiled upon six hundred years ago. It was a strange exhibition. I followed the little party, and we came presently to a long bridge over a dry river-bed in which stood some men holding aloft odd-looking nets on long bamboo poles, into which the people crossing threw coins, or toward which coins were thrown rather, to be deftly caught by the smiling little men. It was hardly possible for me to try this novel amusement, because I was the only foreigner there; it was off the beaten track, and whenever I stopped a moment I found myself the centre of a chattering, staring crowd, so I was glad enough to make my lonely way across the bridge into the great forest where stand the ancient temples.

My little strangely-mixed family had turned off the road and gone down to a pool in the river over which a tall, bent tree threw its cooling shade, and there they were on their knees once more, washing their eyes and their ears and their mouths with measured movements, and I knew they were praying the Shinto prayer to be cleansed from all evil seeing, from all evil hearing, and from all evil speaking; to be made fit to approach the holy abiding-place of Ama-Terasu, ancestress of his sacred majesty, the heaven-descended Tenshi. I stopped to look up among the tall trees and to listen to the singing of the softly-feathered little uguisu and the cawing of the ravens that swoop so low through the forests and fill all one's memories of Japan with their fleeting black shadows; and while I waited the little party, along with hosts of others, came up the graveled hillside and went on into the cathedral silence of the great dense wood. I followed.

Presently the sound of chopping and sawing broke upon the stillness, and we came in a moment upon a crowd of workmen felling the trees and making them into strangely-hewn timbers. Then I remembered that every twenty years the temples are rebuilt, and that the time for this great ceremony was close at hand. The workmen were all in priestly garb and worked under the Shinto symbol of straw rope stretched from tree to tree and hung full of tiny prayer slips and holy charms. The implements they used were the most primitive and cumbersome, and one wondered how it was possible for them to turn out such evenly-squared and finely-finished timbers. All the air was laden with the sweet odor of the pine sawdust, which mingled deliciously with the damp earth odors and the scent of the giant camphor-trees which stand here and there in imposing majesty among the hinokis and cryptomerias.

Before the portal of Naiku San I stood amazed. The temple buildings, inclosed within a high wall of unpainted wood, are supposed to be representative of the most ancient form of Japanese architecture. They are mere wooden huts, in fact, thatched heavily with hinoki bark, but the ends of the beams and the logs used in their construction are finished with the most finely-wrought brass plates, while the floors are polished to the highest gloss. Within the inner temple, at which one may only peep through the railings of the high fence, is the sacred mirror handed down from Jimmu-Tenno. "It is kept in a box of chamaecyparis wood, which rests on a low stand

covered with a piece of white silk," says the guide-book. "The mirror itself is wrapped in a bag of brocade silk, which is never opened nor renewed, but when it begins to fall to pieces from age another bag is put on, so that the actual covering consists of many layers." I don't know how the guide-book happens to know this, because nobody ever gets beyond the white curtain which hangs within the portal. Before it the people prostrate themselves by hundreds, men, women, and children, of gentle birth and low, and it is a marvelous sight to see in this nineteen hundred and fourth year of our Lord.

Outside, under the ancient *torii*, in his Majesty's modern uniform of white duck, stands a stern-faced little Japanese policeman, a Samurai in twentieth-century employment. A sword dangles at his side, and he continually pulls at the loose white-cotton gloves that are so indispensable a part of Japanese official dignity. He is there to protect the sanctity of this woodland shrine, and woe betide the person who approaches it with anything but deepest humility and reverence. This "bobby" looked askance at me as I walked up the moss-grown wooden steps toward the curtained doorway, but I approached him as respectfully as I could, and with a polite "*Gomen nasai*" (I beg your pardon), asked if I might enter, and he bade me welcome, bowing with a Frenchman's grace. The kneeling people paid me no heed. The foreheads of some were on the ground, while others sat upright, muttering prayers. They came and went in a steady procession, quietly, smilelessly. No sound disturbed the silence but the singing of the *uguisu*, the cawing of the ravens, and the "clunk" of wooden shoes upon the ground. The wind soughed through the tall trees with a ghostly whisper, and I felt that I had strayed out of time and into eternity. On the margin of a soul-world I stood, watching souls I knew not. I longed to penetrate the inner sanctuary. I felt the spirit of peace hovering there over that sweet spot, and I breathed a prayer to be led on under its restful guidance into the deepest depths of its all-pervading strange serenity. The distance-softened ring of axes in the timber had been breaking the silence at intervals, when suddenly a shrieking, roaring sob rent the air and died away in a chorus of cawing ravens. One of the giant ancient trees had fallen; a splendid sacrifice to the gods—the gods of this inner sanctuary of the soul life of Japan!

In the early-morning hours one drives down the long valley road to Futami to look upon the Myoto-seki, the Husband and Wife rocks, emblems of conjugal felicity, and guardian sentinel at the outer portals of the sacred province. The Myoto-seki, connected by ropes of rice straw, and standing in the shallow tide-water of beautiful Owari Bay, forms one of the most striking pictures in all Japan. Of course there is a "Legend of the Rocks." There is a legend connected with everything in Japan, and this one is particularly venerable. It seems that when Susa-no-o was punished for mistreating his sister, Ama-Terasu, and was "expelled with a divine expulsion," he retired southward toward his own dominions, and, passing this way, was kindly received and cared for by a peasant who knew not that he was other than a man like himself. He "entertained an angel unawares," and in return for his gentle hospitality Susa-no-o told him to suspend a rope between the Myoto-seki and he and his should be protected forever from all evil that befalls mankind. A little shrine nestling against the rocky coast commemorates this legend, and hither the peasants come to pray, to picnic in the summer sunshine, and to wander out when the tide is low to the Myoto-seki with prayers for sailors and fishermen's souls, which they place where the sea will carry them away to the sea-god's throne. A beautiful, poetic faith, it is, full of sweet blessings for the simple-hearted ones who know no other.

One doesn't leave Yamada without visiting Geku San, the lesser of the two great temples, for in its park one may see the very outer boundaries of superstition, the farthest reaches of simplicity. There is a dear, lov-

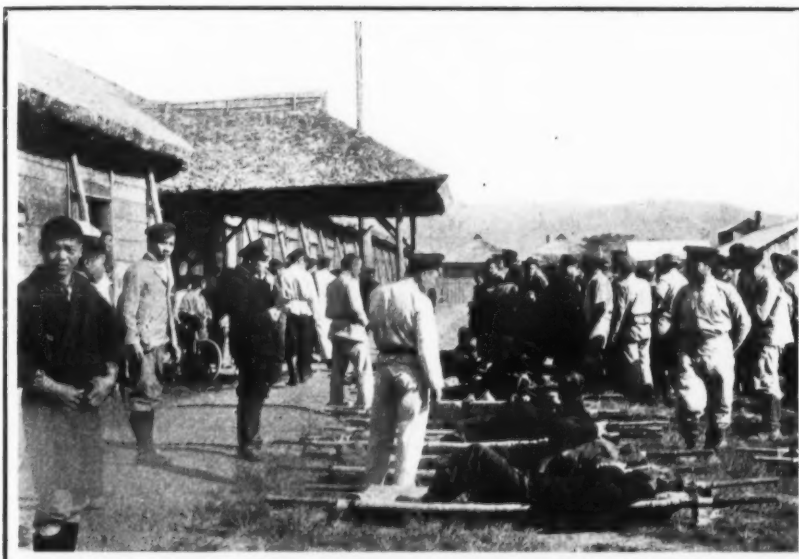
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RUSSIAN PRISONERS AT TAKAHAMA WAITING FOR A TRAIN TO CONVEY THEM TO MATSUYAMA.



SOLDIERS OF THE CZAR CAPTURED AT SHAN-HO LINED UP IN THE YARD OF THEIR PRISON.



ARRIVAL AT MATSUYAMA OF WOUNDED AND OTHER RUSSIAN CAPTIVES.



CONTINGENT OF CAPTIVES IN THE SHADOW OF A CASTLE IN JAPAN.



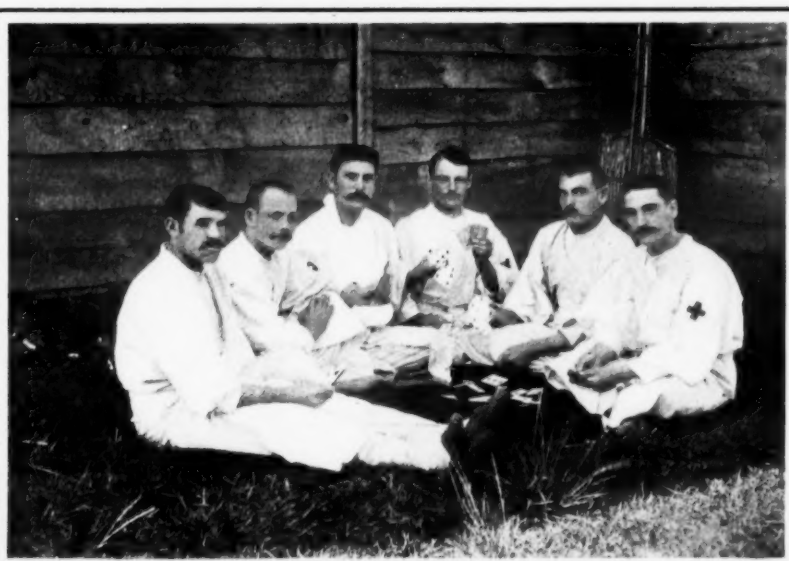
MIKADO'S TROOPS GUARDING NEW ARRIVALS FROM KUROPATKIN'S ARMY.



JAPANESE DOCTORS AND NURSES IN CHARGE OF THE MUSCOVITE WOUNDED



* JAPAN FURNISHES BARBERS TO HER RUSSIAN GUESTS.



IMPRISONED CONVALESCENTS WHILING AWAY THE TIME AT CARDS.

CAPTURED RUSSIAN SOLDIERS WELL TREATED IN JAPAN.

THREE THOUSAND MUSCOVITE PRISONERS FROM MANCHURIA GIVEN GOOD CARE DURING THEIR DETENTION AT MATSUYAMA.

Photographed for Leslie's Weekly by T. Ruddiman Johnston, our special artist in the Orient.

A Vassar Girl Who Married a Great General

By Frances M. Abbott



AMERICAN readers who have followed the fortunes of the Japanese war must have noticed in various periodicals during the past few months a picture of the Marquis

Iwao Oyama and his family. The marquis, who is commander-in-chief of the Japanese forces, stands in the centre of the group, a large, heavy man with a face expressive of great force of character. On one side is his wife, formerly Miss Stematz Yamakawa, a girlish figure, with a bright, alert face; and on the other side their only daughter, the Lady Hisako Oyama, a beautiful girl of eighteen. In the background are the two fine sons, the elder a naval cadet and the younger a cadet in the army. The few lines accompanying the picture usually state that the marchioness is a graduate of Vassar; and beyond this bald fact nothing is generally known of this interesting woman.

To Vassar students of twenty-five years ago the picture calls up delightful reminiscences. It was in 1878 that two Japanese girls, Miss Stematz Yamakawa, the present marchioness, and Miss Shige (pronounced Singy) Nagai, now the wife of Admiral Uriu, entered college. At that time they had been six years in this country. They were two of the five young girls who arrived in Washington in 1872, coming in charge of the Japanese embassy, which consisted of 114 persons, sent here to promote more intimate relations between this country and their own. Japan even then had begun to take an interest in Western civilization, and was sending many boys and young men to be educated in foreign countries; but this little group of girls are the only ones of their sex upon whom the experiment of an American education has been tried.

Of the five, but two remained long in this country. These two, Miss Yamakawa and Miss Nagai, the one fourteen and the other eleven upon their arrival in America, were placed in the families of Dr. Leonard Bacon and of John S. C. Abbott, of Connecticut. It was in these two homes, among the most cultivated in New England, that they passed their teens. Six years later they entered Vassar. The college at that time had but three hundred students, and we all recited, attended chapel, and were fed and lodged in the great main building. There were then but two other college structures: the observatory, where Maria Mitchell lived and lectured, and where every clear night she sat on her throne, a sort of step-ladder under the revolving dome, and watched the stars through the great telescope; and the museum, which sheltered the art gallery, the scientific collections, the gymnasium, the music-rooms, and the cramped hall which served for the college theatre. Matthew Vassar's great experiment was but thirteen years old in 1878, and the newspapers had not yet ceased to sneer at his visionary scheme.

The Japanese students were objects of universal interest and speedily became great favorites. It was usually thought they were princesses, but this was not true, though they belonged to the aristocracy of their native land. Miss Yamakawa's father was first chamberlain to the Prince of Aizu. Miss Yamakawa entered upon the full college course, taking high rank in her studies, and when she was graduated in 1882 she was one of the ten students selected for a commencement part. Her essay was "British Policy toward Japan," in which she made an impassioned plea for her native land. Miss Nagai, who was three years younger, did not enter one of the regular classes, but took special studies. She remained in college till her companion was graduated, when the two returned to their native land after a sojourn of ten years in America.

If I were asked what most impressed us about the Japanese students I should say that it was their likeness to ourselves. They spoke English beautifully, with now and then a slight idiomatic twist. They adopted the American costume upon their arrival in this country. They had become converted to Christianity. Except for a certain racial type of counte-

nance and their exquisite manners, they were hardly to be distinguished from the average American girl. Stematz Yamakawa would have been called pretty by almost any people. She was slender, graceful, five feet and perhaps three or four inches in height. She said that she was considered a giant in her native land. Her heavy braid of blue-black hair hung far below her waist. Her eyes were larger and her straight nose more distinguished than is usual with her nationality. Shige Nagai was small, plump, and less than five feet in height. Her eyes were narrow, but they always sparkled with good humor; her unobtrusive nose was scarcely prominent enough to support the spectacles which surmounted it. She had a droll, winning smile which was most attractive. Both girls became near-sighted in America, due, they said, to the glaring contrast between the black and white of our printed pages. In Japan the paper used for books is a soft brown in color, one of the many good customs we might learn from the wise people of the East.

Miss Yamakawa was the recipient of many class and



MISS STEMATZ YAMAKAWA (NOW MARCHIONESS OYAMA) AS SHE APPEARED IN COURT-TRAIN COSTUME WHILE ACTING AS MARSHAL OF THE PROCESSION ON FOUNDER'S DAY AT VASSAR COLLEGE IN 1881.

college honors. She belonged to Chapter Beta of the Philathlean Society, the great social club of the college, which manages the plays and other entertainments. During her senior year she was made president of the Philathlean Society, a conspicuous compliment. The writer has a vivid recollection of her on Founder's Day in 1881. Matthew Vassar's birthday,

*Vassar College
June 21, 1881.*

FAC-SIMILES OF THE AUTOGRAPH OF THE MARCHIONESS OYAMA AT WIDELY-SEPARATED STAGES IN HER CAREER.

which occurs on April 29th, is one of the great fêtes of the college year. In our time it was celebrated by a big reception, with dancing, which entertainment was prefaced by an address and musical selections in the chapel. The students invited all their friends within reach, especially of the other sex, and everybody was in gala attire. That year the address was given by Dr. Robert Collyer, of New York; subject, George Eliot. The vocal numbers were by Mrs. E. Humphrey Allen, of Boston. Miss Yamakawa was marshal of the procession, a distinguished social honor. She was a striking figure in a robe of pale-blue crape, brocaded in bright figures, made with a court train and looped back over a petticoat of white quilted satin. Sometimes on other state occasions, notably at her own commencement, she appeared in gowns of rich Oriental stuff, but her ordinary attire was as simple and sensible as that of the well-bred American school-girl.

The college people often used to speculate on the fate of these interesting students when they should return to their own land. Probably no one could have foreseen the brilliant career of Stematz Yamakawa.

Soon after her return in 1882 she was united in marriage to the Marquis Iwao Oyama, a man about fourteen years her senior, and at that time Japanese Minister of War. His early education had been obtained in Japan; but in 1872, the same year that his wife, then a little school-girl of fourteen, came to Washington, he was sent to Germany, where he remained three years. He has long been one of the prominent figures of his own country, being successively field-marshal, commander of the Second Army of the empire, and now commander-in-chief of the Japanese forces. During the Chinese war Marquis Oyama accomplished the reduction of Port Arthur in twenty days after the Japanese troops had landed. As the Marchioness Oyama, Miss Yamakawa has been placed where her character and attainments have been of conspicuous service to her country. The close friend and trusted associate of the Empress, she has had a wide social and educational influence in her native land.

She is a prominent member of the Red Cross Society, and is devoting herself with passionate fervor toward alleviating the suffering of the soldiers.

In a private letter, recently received by the writer, she says: "I cannot tell you how grateful I am for your interest in Japanese affairs. Indeed, the whole of Japan appreciates the sympathy, the good wishes for our country, so universally expressed in America. If my English were adequate, which it never was, even in my college days, I could tell you many interesting things in connection with this war. I can only say that the Japanese women, from the highest to the lowest, are united in their efforts to relieve the suffering."

Miss Shige Nagai married Admiral Uriu, a young man who was graduated from our Naval Academy at Annapolis in 1881. Their education in America was contemporaneous, and, if I remember rightly, he was more than once a guest at Vassar on some of the fête days.

The Japanese government has never repeated the experiment of educating its daughters abroad, perhaps because the country is now so open to Western influences that there is no need of it; but the nation could hardly have failed to be satisfied with the results as exemplified by Miss Yamakawa and Miss Nagai. Upon their return to Japan the government sent to the authorities at Vassar formal thanks for the kind care and training bestowed upon the two students. This document accompanied a gift of valuable bronzes, which are preserved in the college parlors.

Beautiful Work of the Kodak.

THAT picture-making by the Kodak system is something more and better than a popular and passing fad, a cheap and superficial method of photography with no high and genuine artistic possibilities, is a statement capable of confirmation by many facts. We have before us a little book published by

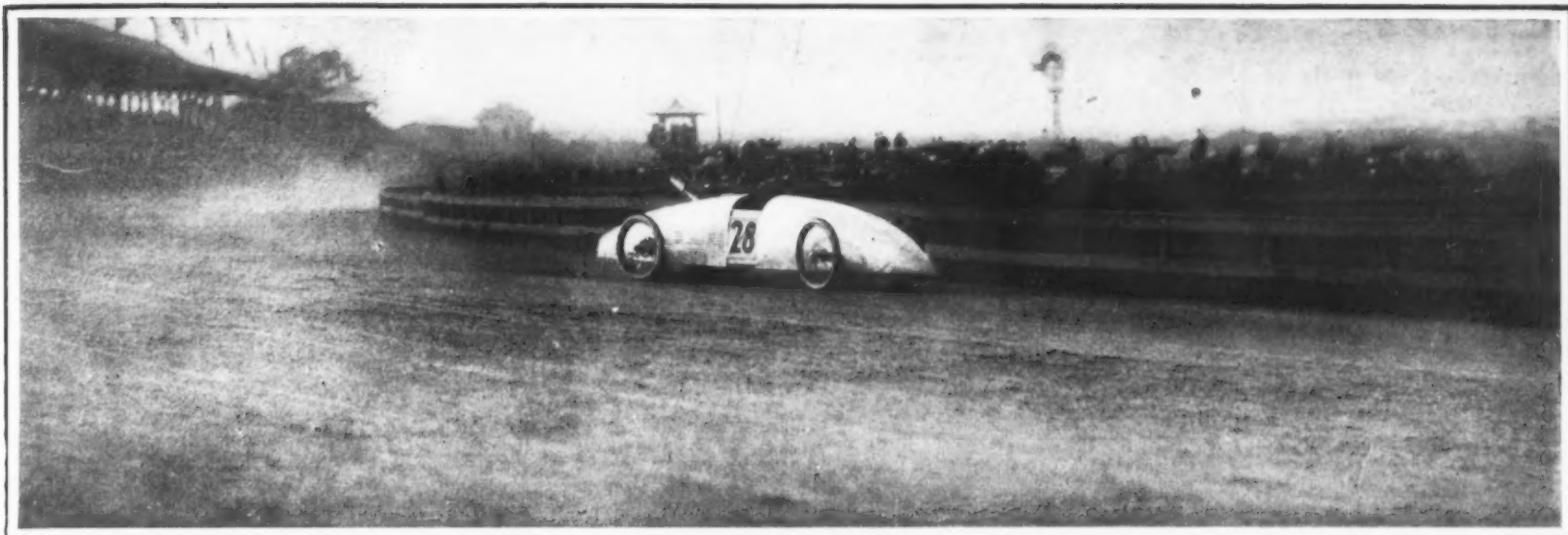
the Eastman Kodak Company, Rochester, N. Y., which supplies a conclusive argument in favor of the system. The book is made up of prints selected for reproduction from pictures exhibited in the Kodak galleries in London about a year ago, the pictures being those submitted in competition for five thousand dollars in prize money offered by a London firm of kodak makers for work done on N. C. film and Kodoid plates. Some sixty or more of the pictures thus exhibited are reproduced in this book, and a more beautiful, attractive, and truly artistic display it would be hard to find. The subjects cover the widest possible range of art work, including interiors, pastoral scenes, street views, market scenes, character studies, portraits, views of country lanes, mountains, lakes, and ocean vistas, all brought out with a firmness and delicacy of touch, a beauty of tone and texture, that leave no room for adverse criticism. This little book helps to show, among other things, how the kodak system has contributed to the remarkable development of photography in recent years, and brought its best and finest results within the reach of all purses and all classes of people. (Price, twenty-five cents, postpaid.)



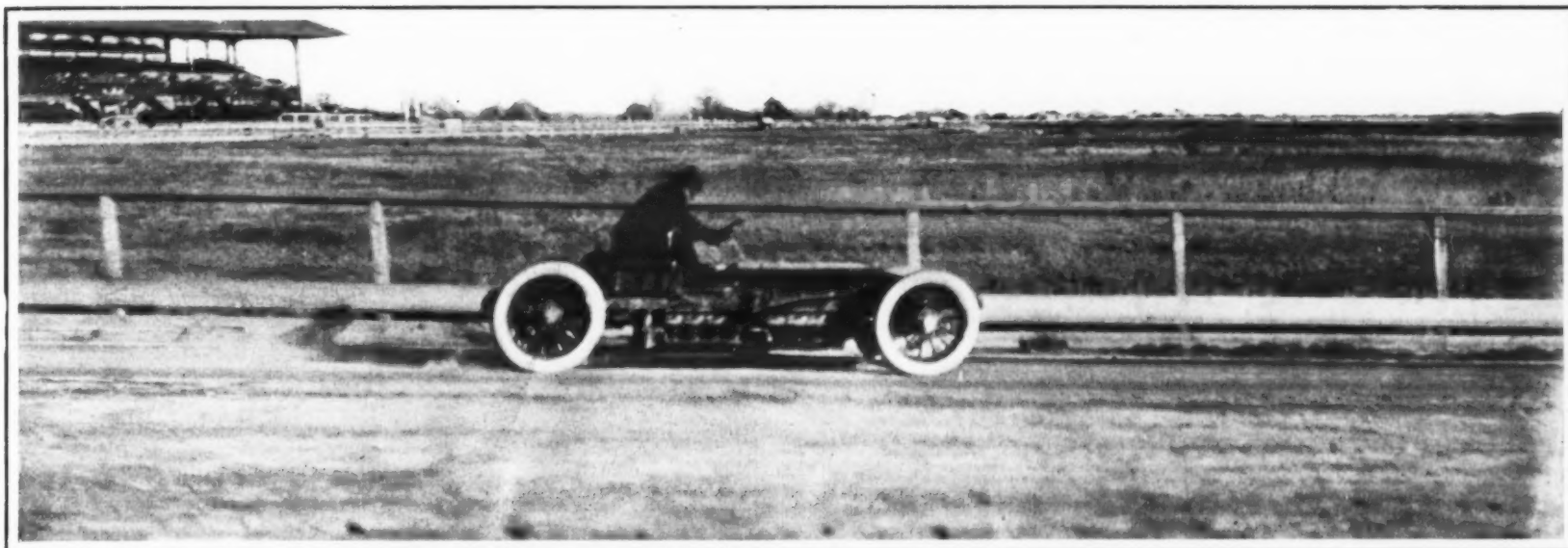
REAR-ADMIRAL URIU,
A graduate of the Annapolis Naval Academy, and one of Japan's ablest naval officers.



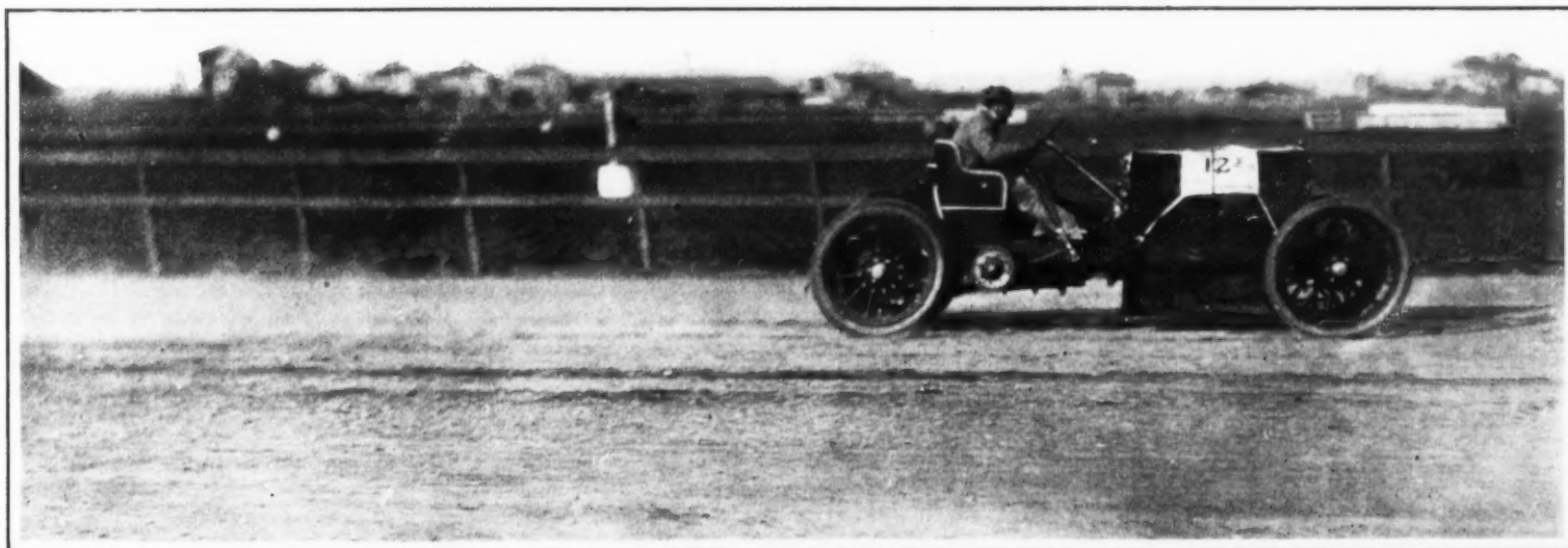
MARSHAL OYAMA,
Japan's greatest general, and commander of all the Japanese armies in the far-East war.



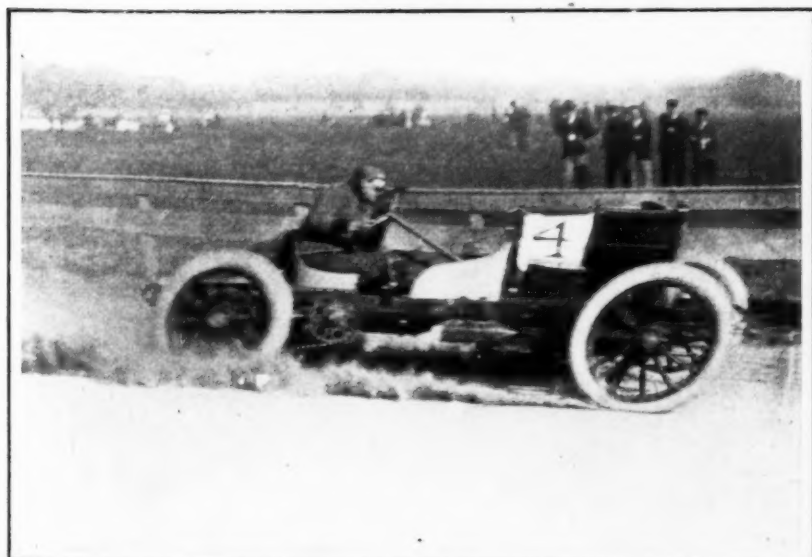
LOUIS ROSS, IN A UNIQUE STEAM-CAR, MAKING A RECORD OF 50 SECONDS AT PROVIDENCE, R. I.



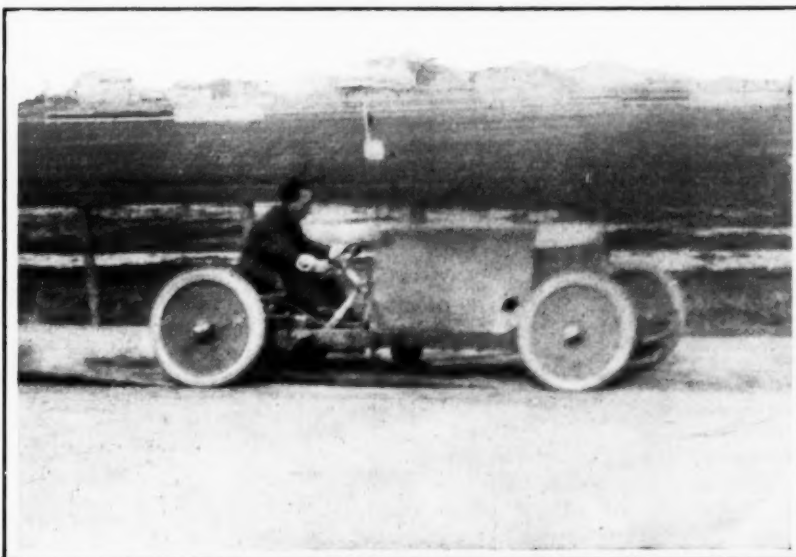
EARL KISER, IN A WINTON BULLET, GOING A MILE IN 50 SECONDS AT THE EMPIRE CITY TRACK.



PAUL BARTORRI DOING A MILE IN 58 SECONDS AT THE EMPIRE CITY TRACK, IN ALFRED G. VANDERBILT'S "FIAT."



EDWARD HAWLEY, IN E. R. THOMAS'S MERCEDES CAR, DOING A MILE IN 58 SECONDS AT POUGHKEEPSIE.



BARNEY OLDFIELD, HOLDER OF ALL TRACK RECORDS FROM ONE TO FIFTY MILES, INCLUSIVE, TRAVELING A MILE A MINUTE AT BRIGHTON BEACH.

WONDERFUL SPEED OF THE RACING AUTOMOBILE.

MOTOR-CAR DRIVERS OF WIDE RENOWN CIRCLING THE TRACKS IN SPIRITED CONTESTS FASTER THAN A MILE A MINUTE.

Photographed by F. Ed Spooner.

Some Adirondack Winter Joys and Tragedies

By Raymond S. Spears

THE WINTER of 1903-4 was of unparalleled severity, according to the records of the Adirondack region. At one time the snow measured more than seven feet deep in the forest depths, while on the borders of the wilderness the wind piled the snow into drifts more than thirty feet high. Never did the lumbermen have greater difficulty than that which the incessant snow-fall gave them. Day after day the roads were broken through by teams dragging great snow-plows. When the morning came another blizzard would be whirling the snow into the roads, and neither teams nor men could make headway through the fierce flurries and monstrous drifts. The best horses grew lean under the toil, while the poor ones succumbed to the hardship in spite of the increased measures of oats and corn. During three months there were not ten days on which blizzards or snow flurries did not sweep across the mountains.

Men gave up the task. Hundreds of thousands of feet of pulp, lumber, and hardwood were left in the wilderness to await better times. "I can't do any more," one man was heard to say. "If they want to foreclose my mortgage, all right. I can't help it. I've reached my limit; the snow has beat me." He sat down and let the wind howl, while hundreds of cords of his pulp lay in the woods, covered out of sight by the snow and unavailable till a better season came. The men who came into the wilderness that winter saw strange sights. Trees were broken down by the mere weight of snow on their branches. The top layer of the snow was frequently so soft that a deer starting from its shelter under a balsam went clear out of sight at the first jump from the runway in the swamp "yard." Men on snowshoes found tramping on the soft snow more difficult than the experienced men could remember, so only a few saw the real tragedies that came to the wilderness when the rigors of January had sapped the strength of the deer.

Will Boyce, one of Herkimer County's noted guides, went to his river camp in February last to see how the deer were wintering, and to get some idea of the numbers of deer to be found on his favorite hunting ground. Boyce noted that the deer were living in the thick swamps as usual. But when he came to follow their trails toward the river he discovered that the animals were "milling around the water-holes." The snow was seven feet deep on the level. The air-holes in the ice on the river at which the deer were accustomed to quench their thirst were nearly all hidden from sight by the arching snow. But the deer had found two air-holes near the woodsman's camp. The water was visible far down in a well of snow round which the deer crowded in an effort to get a drink. The snow was packed hard by the hoofs of the creatures, and at the first air-hole Boyce found that three deer had slipped into the water and were struggling to get out. Boyce caught two by the ears and pulled them from the water. He saw the third deer slip away under the ice before he could get to it, and it was drowned. He found a drowned deer in the second air-hole. Boyce said that while some kinds of deer were able to live on snow in place of water, the Adirondack deer were almost sure to die of thirst during such weather as that of a "hard winter."

But it was not thirst alone that killed deer last winter.

The numerous fires of the previous summer, that destroyed hundreds of thousands of trees and ate the very soil from the sand and rocks, burned the food supply so thoroughly that the animals starved to death by hundreds. The writer saw many dead deer in an unburned region where in former years only one or two carcasses were to be observed; but this was due solely to the deep snow which buried the browse and mosses, lichens, beechnuts, and the like far from the reach of the poor beasts. In the burned areas, the deer which escaped the fire itself could find nothing to eat, for nothing grew during the winter on which they could feed. Streams dried up in the burned country, of course, so the fires created not only a famine of food, but of water as well.

Worst of all the deer had to contend with was the exposure due to the killing of the hemlock, spruce, and balsam. The destruction of these trees lets the wind down to the ground, and deer cannot find shelter and food anywhere near each other. In going from place to place, whether through pulp choppings or burnings, the trails led into the chilling wind, and scores of deer unquestionably died of pulmonary diseases. A few deer were wounded by hunters and lived into the winter season long enough for their weakened systems to be completely undermined by the wintry storms, but no more and no less than usual were lost in this way. Even after the snow was gone and spring was at hand in 1904, wood roamers found deer which could not take care of themselves. They had managed to survive the winter, but died before the weather could recuperate them.

Everywhere throughout the wilderness efforts to succor the dying deer were made by the interested and kind-hearted. On Webb's land trees were cut down by the scores in order that the deer might be able to find food. In one of the lumber camps on the Webb preserve a yearling deer was found exhausted by the loggers. One of them carried it to the camp, and it was there fed from the abundance furnished the horses. The little creature waxed fat and tame, and became the pet of the place. A herd of deer in the neighborhood of one preserve "camp" were fed regularly, but they died one by one. The last of them all curled up on the lawn of the "camp" and was found there dead one morning after the snow was all gone. All these things resulted in the unusual scarcity of deer noted by hunters last fall. But an increase of better game was also noted—that of bears. Never were bears so numerous in the wilderness since the region became a resort. Their tracks were found everywhere. The fact that their hides are worth only five or ten dollars has shut off the trappers who used to take hundreds of bears in most cowardly fashion—the fashion condemned by the Boone and Crockett Club, particularly—in steel traps.

People who have never seen the Adirondack wilderness in winter have a new experience before them. After the January thaw the snow piles up on the mountains from all directions. Wild life seeks swamps or holes in which to hibernate, according to the nature of the beast. A snowshoe journey to the hunting-grounds reveals unexpected things. But best of all, one may then find deer and trail them throughout their wanderings in the deep snow. The tragic side of their lives is shown by the cold carcasses at the ends of

some of these trails, and by the snowshoe tracks coming in behind the animals. To follow the usual trail of a deer behind which snowshoes have made their prints is to come to the saddest of Adirondack tragedies—the "cruster's" work. The deer are chased by men and dogs, and then killed with knives.

Pleasanter scenes are to be had—for instance, deer at rest in the shelter of thick balsams of some protected park, or near Fulton Chain, where local sentiment frowns on the vile work of crusters. The deer know they are safe, and they look at the observer with wide eyes and crinkling noses—they have learned the hunting and closed seasons just as they learned long since to fly to Webb's park from the State land the moment a hunter appeared. The wilderness is not crowded in February by careless shooters. One may go for scores of miles on winding streams and find the tracks only of a stray trapper, a forest man, or other person equally interesting. The forest depths in mid-winter give one the contrasts to be found between the purest white and greens and purples, while summer shows only greens, and occasionally rare golds and reds. In the winter the whole background is flashing white—in summer it is black, or of very dark shades. The whole system of coloring is changed—and for the more beautiful. But, as the fate of the deer shows, the white is the background of tragedy. Only the student sees the tragedies, however; the others seldom see such things in the forest.

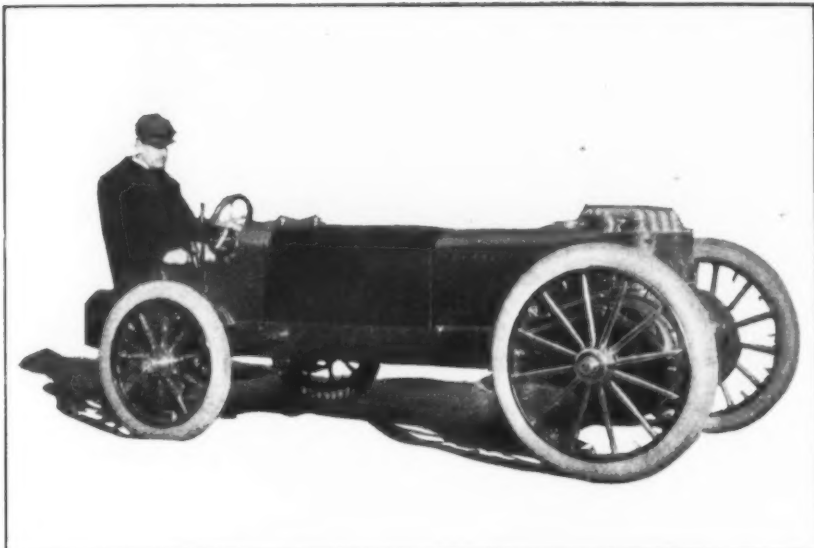
It is surprising to those who know the forests winter and summer, that so few visit the woodlands when they are simplest and quietest. When the green, deciduous leaves are full grown the forest closes in around the visitor in oppressive fashion, while in mid-winter the snow renders all things sharply visible—the outlines of trees and twigs and the trails of the wood creatures, and consequently all their winter habits are shown with unimaginable distinctness. The summer veils and obscures, while the winter simplifies and reveals. The snow-storm which sends city dwellers shuddering to their radiators lures the woodsmen into the swamps and hardwood. The sunshine is never more brilliant than when splashing among the trees of a wide, deep valley lined with snow.

Of the winter months the woodsman would choose February and March as the most characteristic. In early February winter is at its best—deep snow with days alternating between storm and sunshine. There are signs of spring showing faintly in the uneasiness of wild life, and a tinge of feeling in the air on milder days—things which the inexperienced would fail to notice, however. In early March ski and snowshoe runners find the crust that makes their sport the pleasantest of winter exercises—joys unknown, both of them, to the mere existing population which holds no communion with forest and nature. A select few, most of them owners of camps in the Adirondacks, are now visitors to the forests in winter. The clubs and preserves now keep their main camps warm in order that the hardier or more knowing members may steal away from business cares over a Sunday, or a Washington's Birthday. These men gather, three or four in a camp, and, rubbing their hands over the fire of an open fireplace, say to one another: "This world is not all a wilderness of woe—well, not to any extent!"

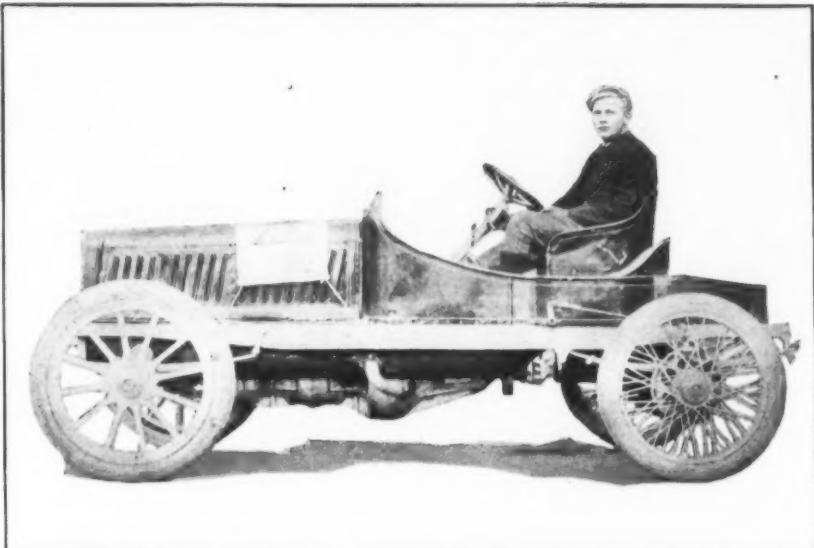


RACING ON THE WORLD'S BEST AUTOMOBILING COURSE.

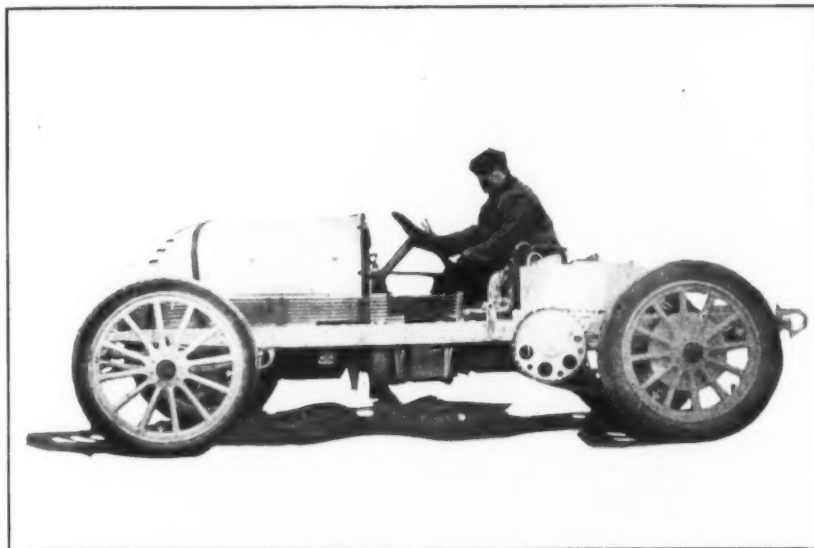
CROWD ASSEMBLED TO WATCH THE GREATEST MOTOR-CAR CONTESTS OF THE YEAR ON THE FINE, SMOOTH BEACH AT ORMOND, FLA.—Photographed by F. Ed Spooner.



WALTER CHRISTIE IN A NOVEL CAR OF HIS OWN BUILDING.



GUY VAUGHN IN A FORTY-HORSE-POWER DECAUVILLE CAR.



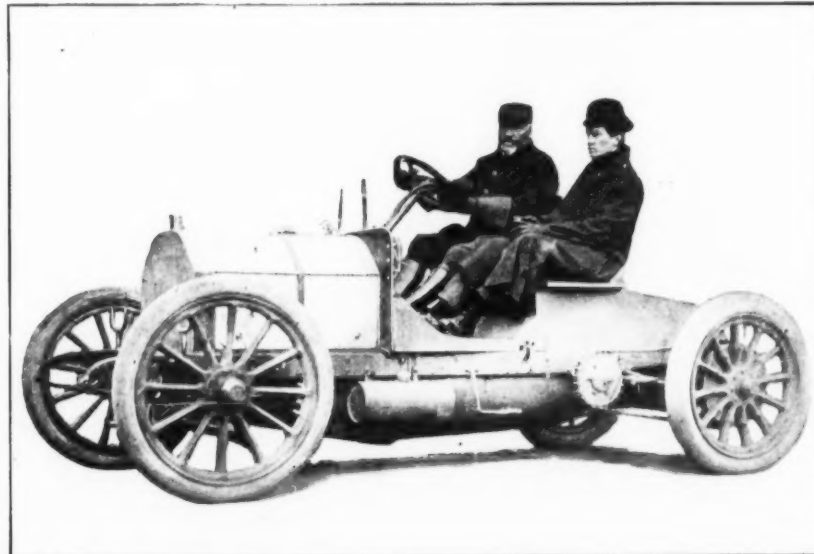
H. L. BOWDEN, OF WALTHAM, MASS., AND THE BIG MERCEDES IN WHICH HE DROVE FIFTEEN MILES AT ORMOND, FLA., AT AN AVERAGE OF 41 SECONDS.



EDWARD R. THOMAS AT THE WHEEL OF HIS SIXTY-HORSE-POWER MERCEDES, WITH HIS DRIVER, EDWARD HAWLEY, AT HIS SIDE.



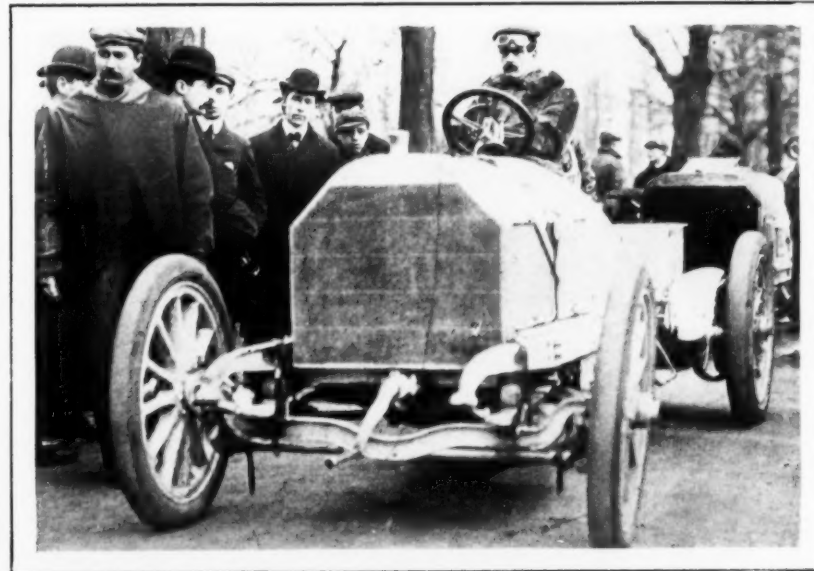
E. R. HOLLANDER IN HIS SIXTY-HORSE-POWER FIAT CAR.



JAMES L. BREESE DRIVING HIS THIRTY-TWO-HORSE-POWER MERCEDES.



EDWARD M. STECK, OF PITTSBURG AND PHILADELPHIA, PRESIDENT OF THE FLORIDA EAST COAST AUTOMOBILE ASSOCIATION, IN HIS EIGHTY-HORSE-POWER DARRACQ.



W. K. VANDERBILT, JR., HOLDER OF THE WORLD'S MILE RECORD (39 SECONDS), IN HIS NINETY HORSE-POWER MERCEDES.

DISTINGUISHED AMATEURS AT THE ORMOND RACES.

MEN OF WEALTH AND POSITION WHO ARE PARTICIPANTS IN THE GREAT AUTOMOBILE MEET ON THE FLORIDA COAST.

Photographed by F. Ed. Spooner.

SAVING THE LIFE OF CALEB POWERS

WE CHEERFULLY publish and call attention to the appended appeal. It speaks for itself. Any one who knows anything of the facts of this celebrated case realizes that Mr. Powers has been convicted because he was compelled to submit to a trial each time before a jury composed solely of Goebel Democrats, and be charged as a Republican with being an accessory to the murder of Goebel. It is hard to conceive of a greater perversion of justice. Judge Barker, a Democratic member of the Court of Appeals of Kentucky, in his opinion on this subject, says:

"I do not believe that a man charged with a political offense, or with an offense originating in a political contest, who is tried by a jury composed wholly of his political opponents can have a fair and impartial trial within the meaning of the law. Those conversant with current history have seen a highly civilized and generous people under stress of racial passion condemn without proof a soldier charged with a political crime, and sentence him without mercy to a punishment worse than death; and yet when the storm had spent its force that judgment was annulled, the victim released, and all the world now knows his innocence."

This judge places Powers's case on a parallel with the Dreyfus case, and says in substance that political passion convicted him. It is the duty of every man imbued with any sense of justice or fair play to re-

spond at once to this appeal and place Mr. Powers in a position to secure, if possible, a fair trial. He has made a gallant fight to vindicate himself, and it now begins to look as if his vindication would be complete if he could secure the funds with which to conduct the approaching trial. Without such means there can be but little hope for him, as has been demonstrated in the past. He must have his witnesses present, but he cannot get them unless he can pay their way, as explained in the committee's appeal, which we append:

APPEAL FOR CALEB POWERS.

LOUISVILLE, KY., December 9th, 1904.

The undersigned, regardless of political affiliations, have been constituted a committee to solicit and disburse a fund for the defense of Caleb Powers. The Court of Appeals of Kentucky, having reversed the judgment sentencing him to death, remands the case to the Scott Circuit Court for another trial. Mr. Powers has been subjected to three trials and three appeals from the judgments of the Circuit Court, all of which have been reversed. His case goes back now to be tried out from the beginning. The three trials and three appeals to which he has been subjected have exhausted all his means. His parents and other relatives have sacrificed everything they possessed for him, and he is now wholly dependent on the fund that this committee may raise for his defense. The prosecution has at its disposal, in addition to the ordinary machinery of the courts, \$100,000, which the Legislature appropriated for the conviction of those charged with the murder of Senator Goebel.

Caleb Powers, while steadfastly maintaining his innocence, has been confined in jail nearly five years. We feel called upon to say that our sole purpose is to obtain a fair trial for Mr. Powers, and a fair trial by an impartial jury is all that he demands. We believe the

people of Kentucky will be satisfied with nothing less. To meet the necessary expenses of his fourth trial a large sum is absolutely necessary. At the former trials, which lasted from five to seven weeks each, Mr. Powers was compelled to submit to trial in the absence of many of his witnesses by reason of the fact that he had not the means to pay their expenses to attend. Many of these witnesses are very poor, and while anxious to testify in the case, have not the means to do so at their own expense, living as they do at a distance; yet their testimony is of vital importance. Funds must be provided to secure their attendance. This alone will require a large sum of money. In addition to this expense, the stenographer's charges, costs of transcripts of testimony, expenses of interviewing distant witnesses, counsel fees, and other expenses incident to the trial, will require, in the opinion of the committee, all that can be raised. The State can procure everything needed by it, and justice to Mr. Powers requires no less for him. Judge Barker, who wrote the opinion reversing the judgment of the lower court, says:

"Nothing more surely tends to enhance the respect men owe the law than a firmly-rooted conviction that its judgments are the offspring of even-handed justice, and of its temple an impartial jury is the chief corner-stone."

It is now the hope and expectation of the people that Caleb Powers will at last be tried by an impartial jury. The committee makes this appeal for a fund to pay the necessary expenses of this fourth trial, and will undertake to receive and disburse all contributions with the utmost care and fidelity. We hope for a fund sufficiently large to enable Mr. Powers to obtain a trial that all fair men will say was fair. Contributions should be sent to Mr. John Marshall, treasurer of the committee, Louisville Trust Company building, and we would request that responses to this appeal be as prompt as possible, for the trial will probably take place within the next sixty days, and we must be prepared.

MORRIS B. BELKNAP, Chairman,
S. B. BUCKNER,
ANDREW COWAN,
BASIL W. DUKE,
JOHN MARSHALL, Treasurer.

AUTO-TELEGRAPH CAR OF THE SIGNAL CORPS

ALMOST ALL the principal European Powers have made more extensive experiment than has Uncle Sam along the line of the utilization of the automobile for military purposes, but much of their exploitation has been along theoretical lines, and it has remained for the United States War Department to introduce a motor vehicle which unquestionably surpasses in practical value every other war automobile yet introduced. The machine referred to is the new auto-telegraph car of the United States Signal Corps, and is now in constant use at the United States Signal Corps post at Fort Myer, Virginia. This auto-telegraph car, which was built to the order of the United States government by an American manufacturer in accordance with designs suggested by American army officers, conforms very closely to a standard high-power long-distance touring car of the Winston type, with the exception that, instead of the ordinary tonneau, this machine has a tonneau attachment of special design, more roomy than is permitted by the space allotted to this use in the ordinary type of automobile. Long seats extend along the sides of the tonneau, the occupants of which face one another, while the seats for the driver of the automobile and his assistant are arranged in front in accordance with the approved plan in the case of such machines.

The primary use of the auto-telegraph car is in the construction of temporary or permanent field telegraph or telephone lines, and spacious lockers have been provided under the seats for the storage of instruments, wire, and other equipment. At the sides of the car are racks on which are carried a considerable number of lances or light poles for use in the erection of a temporary overhead line when trees or other supports for the wire are not available. While the chief function of the new motor car is as a mov-

ing base of supplies in the erection of telegraph and telephone lines, it also fills a unique sphere of usefulness as a "flying telegraph and telephone station."

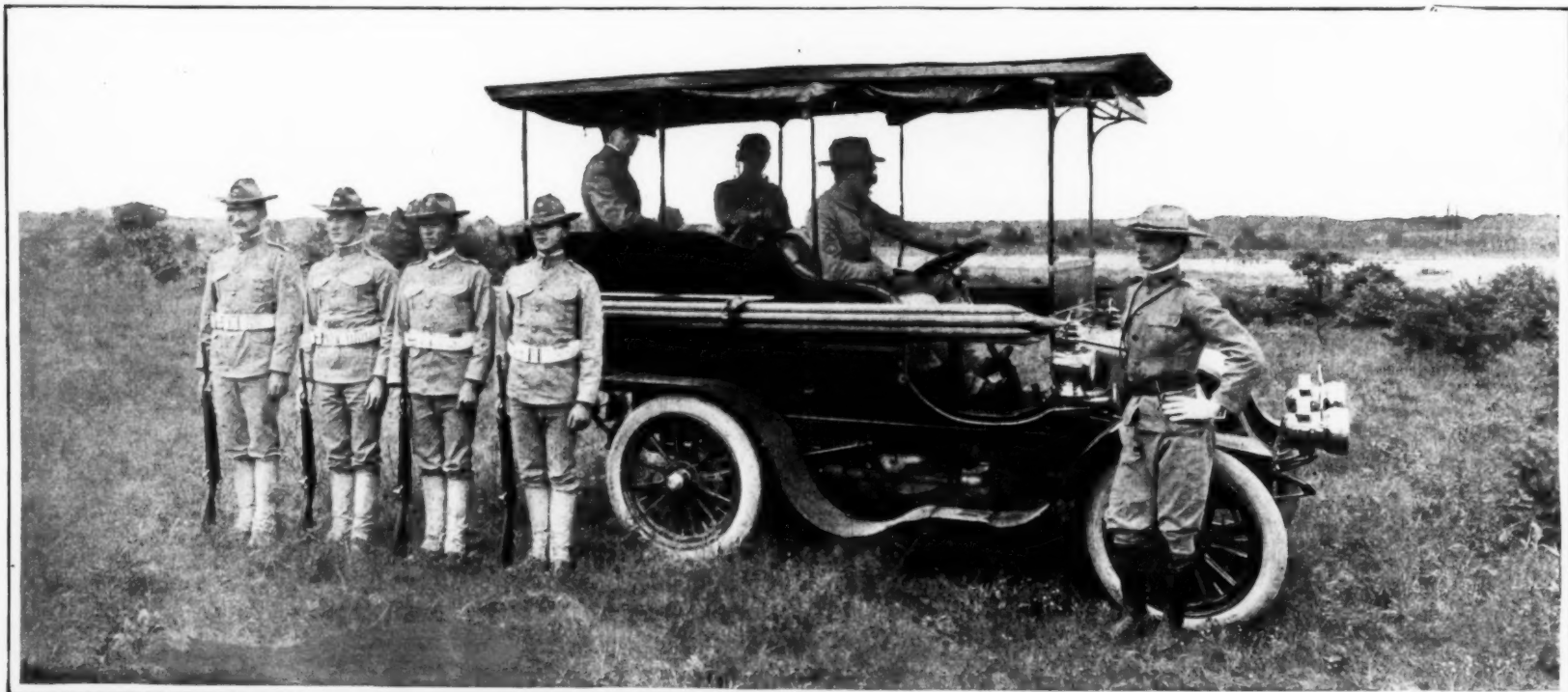
The car is equipped with receiving and transmitting instruments, and can be brought to a standstill at any point during the erection of a line, or where a wire system already exists, and communication can quickly be opened with the terminus of the line or any intermediate point. The value of such a portable intelligence office cannot well be overestimated in the case of a military force operating in the field and desirous of maintaining communication with the basic military post or other headquarters. This new auto-telegraph car, with its capacity for high speed, also renders it possible to keep pace in the erection of a field telegraph line with the advance of cavalry or other rapidly moving force—something which has heretofore been utterly impracticable. It would be hard to improve on this invention.

Eight men are required to fully man the auto-telegraph car, and that number comprise a special squad of signal-corps men who have been detailed at the Fort Myer post for work with the new motor. Under the direction of a captain in this branch of the service there has been evolved a regular motor-car drill that is as distinctive in character as the evolutions of any other branch of the army. Every member of the auto-telegraph squad is an expert electrician and thoroughly familiar with the construction and operation of the automobile, so that each is competent to assume any duties in connection with the detail in case of emergency. One member of the squad is assigned to act as operator of the machine and another acts as his assistant. There are two telephone and telegraph operators, and the remainder of the men, while provided primarily for service as linemen, also constitute an armed guard for the operators above mentioned.

WALDON FAWCETT.



TELEGRAPHING IN THE FIELD FROM THE AUTO-CAR OF THE UNITED STATES SIGNAL CORPS. Copyright by Waldon Fawcett.



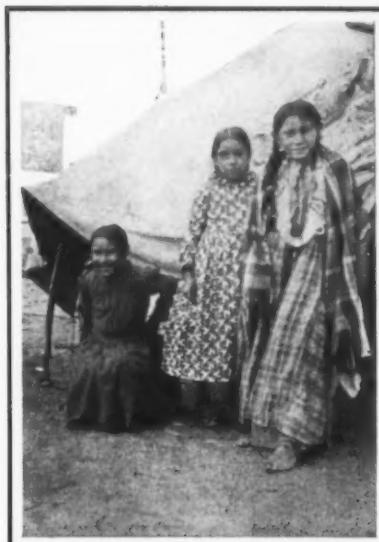
AUTO-TELEGRAPH CAR OF THE UNITED STATES SIGNAL CORPS, AND ITS SQUAD OF OPERATORS AND DEFENDERS.—Copyright by Waldon Fawcett.



CURIOUS GRAVE ON MOUNT HEBBON, HENDERSONVILLE, N. C., 2,500 FEET ABOVE SEA LEVEL.—J. L. Sheppard, Jr., New York.



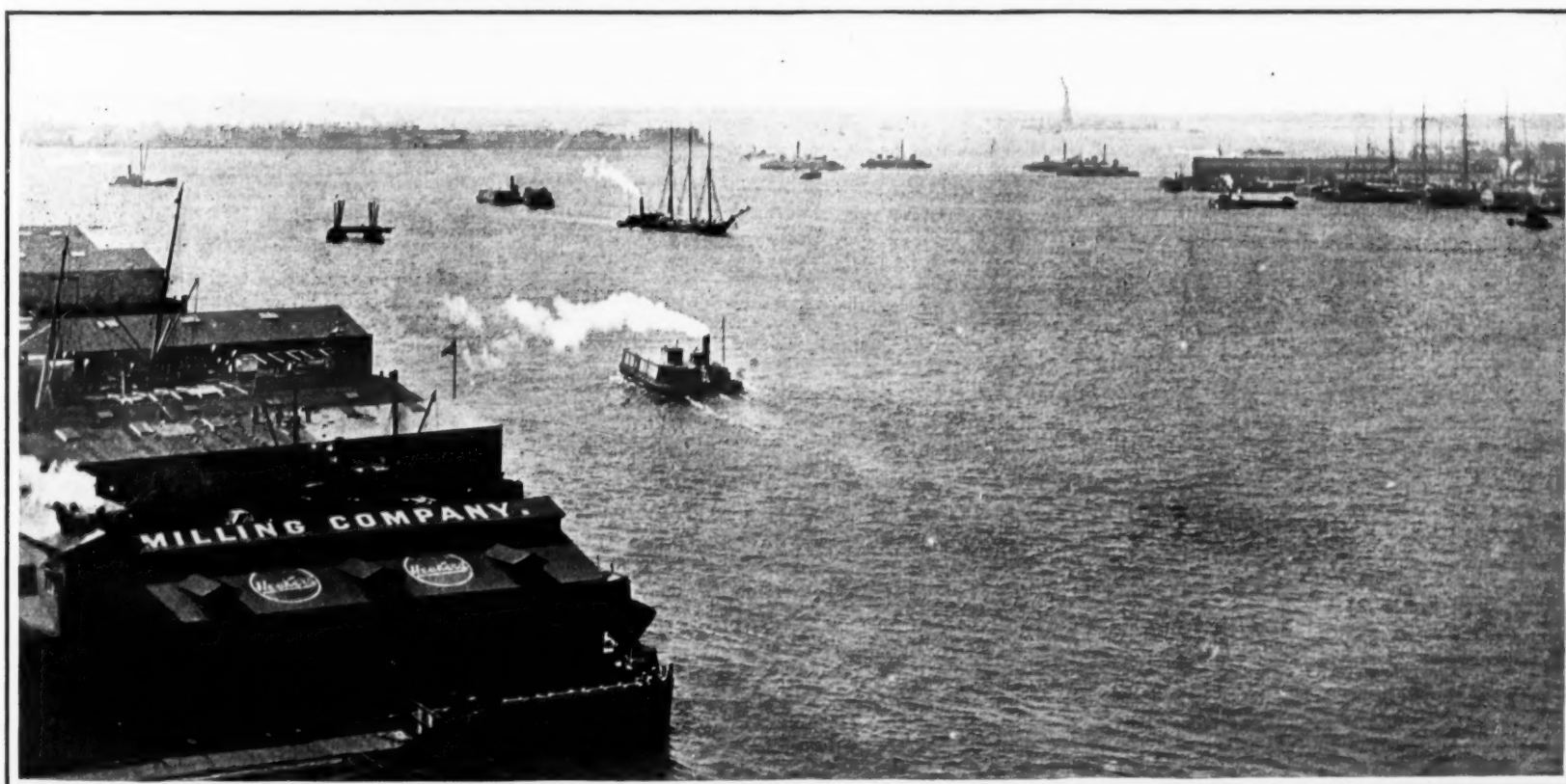
REMAINS OF A GREAT FEAST ON WATERMELON DAY AT ROCKY FORD, COLO.
W. J. Chessman, Massachusetts.



INDIAN CHILDREN IN THE CHEYENNE CAMP AT THE LATE WORLD'S FAIR.
L. Winternitz, Illinois.



(PRIZE-WINNER.) RUSH OF LIFE NEAR THE POST-OFFICE AND THE CITY HALL, IN NEW YORK.—Mrs. C. R. Miller, Maryland.



GOVERNOR'S ISLAND (IN BACKGROUND), NEW YORK HARBOR, AS SEEN FROM THE BROOKLYN BRIDGE.—Edward Beatty, New York.

AMATEUR PRIZE PHOTO CONTEST—MARYLAND WINS.
THE EXCELLENT WORK OF SKILLFUL CAMERA ARTISTS GROUPED WITH FINE PICTORIAL EFFECT.

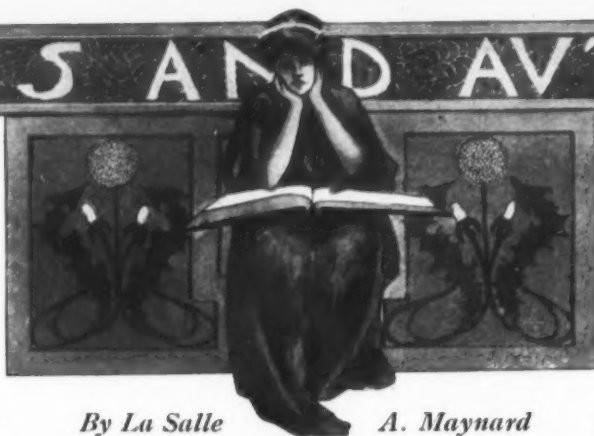
BOOKS AND AUTHORS

IN RECENT days we fell into the companionship, for a brief time, of a man who had spent much of his life upon the sea and who maintained very stoutly that, despite all the stories to the contrary, he had yet to learn of a single authentic case where a shark had attacked and seriously injured a human being. He had made it his business for years to follow up reported instances of assaults committed by sharks upon swimmers, and so on, and in no instance had he found the alleged assault to be true. We are reminded of this by reading the chapter on sharks in Frank T. Bullen's "Denizens of the Deep" (Revell). It is Mr. Bullen's contention—and no man speaks on better authority—that the shark is not so black as has been painted; that grave injustice has been done him; that he is by no means such a murderous thief, such a bloodthirsty monster, as he has been represented to be in many tales of the sea. He asserts that not one per cent. of the yarns invented, published, and incorporated in authentic natural histories concerning the shark "have a grain of truth in them." He denounces as idiotic the stories of sharks following a ship at sea because there are sick people on board. He admits that the shark has an amazing appetite and is absolutely indifferent as to the character of the food he eats, except that it must be flesh, living or dead, for the shark is a strictly carnivorous animal. As an instance of what a shark will do in the agony of hunger, he tells how he once saw one swallow a bag of cinders that had been flung overboard. For another illustration of shark voracity he relates how a whale, which had been killed and left for eight hours in the water before being raised to the deck of the whaling ship, had had thirty tons of its meat, blubber, and bone gnawed away by a horde of sharks. The shark is described as a scavenger of the sea, and as such it doubtless performs a useful and valuable office. Sharks are said to be nervous and timid to an unusual degree, and will never attack a person in the water who keeps in motion. It is almost needless to say how all this lets the bottom out, so to speak, of many fearsome and some thrilling tales of sea adventure.

READERS OF the successive stories of Mr. Cutcliffe Hyne have become accustomed to surprises, and they will get a full share of these in the collection of tales, "Atoms of Empire." To pick out a few of these stories for special praise is by no means easy, so much depends, and must always depend, upon individual taste, but attention may be drawn to at least half a dozen: "The Bait," "The Cholera Ship," "The Lizard," "Shot," "The Renegade," and "The Fire." The first of these and the fifth are somewhat in the Kipling manner, the one showing how a "missionary-thing," by appearing to get murdered by the King of Katti, gave excuse for his Excellency the Governor to earn his coveted K. C. M. G. by the dispatch of a successful punitive expedition; the other detailing the adventure of an erstwhile British officer, turned slave-dealer, who crushed a Belgian force advancing out of the Congo, and thus gave valuable help to his country, but paid for his past with his life, taken at that country's hands. The scope of "The Cholera Ship" is sufficiently indicated by its title. "Shot" tells of the trials of Marcon County, who helped run a blockade still, was judged a traitor for giving up his partner to the Revenue, was sentenced to be hung, and then given the more honorable death by shooting when it was found that his act had been done to save the wife of the betrayed man from further brutality. "Then I'll make ye a bouncing widow," says Marcon County. At that she gets on her knees and prays him, and prays till he'd promised not to take Block's life with his own fingers in any fashion. . . . So he set about getting Block planted in the only way he could without breaking his vow. "The Lizard" and "The Fire," to say nothing of "The Mummy of Thompson-Pratt," are somewhat in the manner of H. G. Wells. It must not be inferred, however, that the author is too deeply, or in any way illegitimately, indebted to his fellows. "Atoms of Empire" are all Cutcliffe Hyne, and in most cases Cutcliffe Hyne at his best.

MR. OWEN JOHNSON, the author of "Arrows of the Almighty," which Mr. Joel Chandler Harris called "the strongest first book that has been produced in this country for many years," has written a new novel, "In the Name of Liberty," which the Century Company will bring out soon.

JOHN LANE has just published a new novel by the Earl of Idlesleigh, author of "Luck o' Lassendale," entitled, "Charms; or, An Old World Sensation." The story is laid in the time of George the Second of England, who himself appears largely throughout the tale, and has much to do with some of the details of the plot. Of George the Second it may be fairly alleged that he has been unlucky in respect of recorded history. From his extreme intimacy at court Lord Hervey, who has worked the prime mischief, must be regarded as a great authority; but he was a fine gentleman, dainty in disposition, and endowed with unrivaled powers of taking jest for earnest—the sort of a man to whom George the Second must have been thoroughly unsympathetic; for the King was neither a fine gentleman nor dainty, and he loved his jokes, though he might not be particular

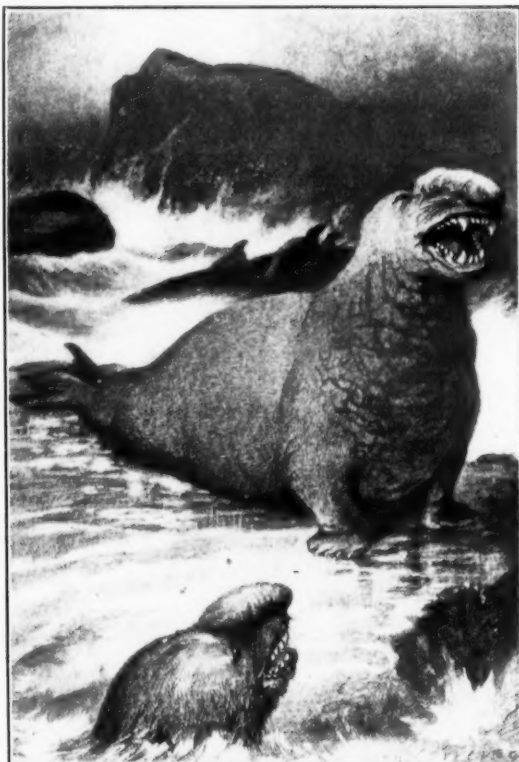


By La Salle A. Maynard

about their standard of excellence. It cannot be denied that the King was lacking in dignity; he had a loose tongue which did him very bad service, since his want of reticence made him hurt the feelings of others when he blurted out sayings that could not but be disagreeable, and, like many of his contemporaries, he had a strong vein of coarseness in his temperament. But scattered through diverse writings are many traces of George the Second which put him in a more amiable light, giving a picture of a man who was thrifty but not mean, choleric but not vindictive, just but not unkindly; straightforward, downright, and of the greatest personal courage. This novel gives an intimate picture of such a man, and of the life at his court in London and in country strongholds of the Stuart opposition. The plot turns on the poisoning of a country physician by his superstitiously credulous daughter, who becomes the tool of an adventurer, balked in his efforts to possess himself of her fortune through marriage by the opposition of her father. The incident is founded on the state trial of Mary Blandy for the murder of her father at Henley-on-Thames. For much of the faithful detail in the setting of the story the author pays his acknowledgment to the "Letter Books of the First Earl of Bristol."

THE LONDON *Ladies' Home Magazine* gives the names of some society writers in England. The Duchess of Sutherland and the Duchess of Leeds have both written books, and a new volume from the pen of the Countess of Cromartie has lately been reviewed. Lady de la Warr and Lady Margaret Sackville both write; while Lady Arabella Romilly, Lady Violet Greville, and Lady Colin Campbell are constant contributors to papers and magazines. Mrs. Alfred Littleton, the Hon. Mrs. Heniker, and Lady Troubridge have each written plays, while Lady Warwick both writes and speaks fluently on social and philanthropic subjects.

THE IDEAL model library is set forth in the new American Library Association Catalogue for 1904, issued by the Government Printing Office at Washington. The New York State Library and the Library of Congress join forces in selecting out of the whole range of American and English literature the books that should go to make up an ideally good small public library for the general reader, which would also serve the needs of most special students. It is of interest to know that of the seven thousand five hundred and twenty volumes declared by these authorities the best for the purposes of the library and the general reader, one thousand three hundred and sixty-one, or a little more than eighteen per cent., are published by the Macmillan Company.



"WE WERE SUDDENLY STARTLED STIFF BY A MOST TREMENDOUS ROARING AS OF A TROOP OF LIONS." From "Denizens of the Deep," by Frank T. Bullen.

MR. H. IRVING HANCOCK, the author of Putnam's Jiu-jitsu series: "Japanese Physical Training," "Physical Training for Women by Japanese Methods," "Physical Training for Children by Japanese Methods," and "Jiu-jitsu Combat Tricks," has now in active preparation a fifth book on the subject of health through muscular exercise. This is to be called "The Case for Physical Culture." The writer maintains that the aim of physical culture is not the fostering of athleticism, but the securing and retaining of normal health. Mr. Hancock is a thorough student of anatomy and physiology and an enthusiastic disciple of his own doctrines. This new book promises to be a practical and appropriate conclusion to a valuable series.

IT HAS often been said that the best literary secret ever kept in America was entirely in the hands of a woman, namely, the authorship of the books appearing with the name of Saxe Holm on the title-page. In his "Autobiography," Mr. Moncure D. Conway now prints for the first time a letter from Mrs. Helen Hunt distinctly avowing her authorship and saying, frankly: "I intend to deny it till I die. Then I wish it to be known."

A NEW NOVEL by Annie E. Holdsworth has just been published by John Lane, under the title of "A New Paolo and Francesca." Miss Holdsworth, whose other books are well-known, notably that entitled "The Years that the Locust Hath Eaten," lays the scenes of this story in Italy and Scotland. The plot turns on the effect of the wishes of the heroine's father, expressed shortly before his death, as to her choice in marriage. He had hoped that she would become the wife of the young heir to the family title, who is well known to him, but whom she herself, brought up in Italy, has never met. After her father's death she makes a trip in her steam yacht to visit her relatives, in company with her girlhood friends, and is met by the brother of her intended, whom she mistakes for the man himself, and to whom she is at once attracted. The presence of her friend and herself in the home of the two brothers, added to the match making sympathies of the mother, Lady Elizabeth, and of the heroine's companion and former governess, Miss Black, entail a situation that is fraught with great complications of feeling. Throughout the story is felt the irresistible power of the foreshadowed end, to which is lent an added sense of the inevitable by the setting of the life in a Scottish castle—Scaurlets—with its characteristic customs and inherited superstitions, such as the ghostly piper, whose music on the terrace presages the death of the head of the house. Many of the incidents of the tale are played in the open air of upland and the island-girt waters, where the heroine's temperamental vivacity, sensitive to the quick changes of the moods of nature, finds its most sympathetic background. She handles the difficult situations with more self-reliance and mastery than her namesake prototype.

FOND PAPAS and mammas in search of good books for children will find it to their interest to consult the lists of the Henry Altemus Company, of Philadelphia, who have recently published a large number of very cheap but finely illustrated juveniles by some of the best of living writers of this class of books. Among these volumes specially worthy of mention are "Bumper and Baby John," by Anna Chapin Ray, being the relation of the amusing adventures of a small boy and a dog; "Sonny Boy," by Sophie Swett, a writer who needs no introduction to the children of America; "A Gourd Fiddle," by Grace MacGowan Cooke, a story wherein a colored lad who is a musical prodigy figures as the chief character; "Amy Dora's Amusing Day," by Frank M. Bicknell, and "Witching Ways," by Amos R. Wells. The last-named book is a collection of delightful short stories by a gifted and versatile writer whose name is a household word among the members of the Christian Endeavor Society throughout the world. As a writer of juvenile literature, in verse and prose, as well as of devotional books and religious manuals, Mr. Wells maintains a high standard, his range of service and his productivity being alike astonishing. Few, if any, writers and editors of the day are doing better and nobler service than Mr. Wells for the rising generation, for the home, the church, and manifold good causes beside. His one and supreme aim is to be helpful to his fellow-men here and now.

Don't Lie Awake Nights.

A SIMPLE, PLEASANT REMEDY.

HORSFORD'S ACID PHOSPHATE, taken just before retiring, quiets the nerves, nourishes the body, and induces refreshing sleep. Its benefits are lasting.

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alone, as a food for babies, excels in safety, nutriment and convenience Borden's Eagle Brand Condensed Milk. Its use for infant feeding is constantly increasing, as both physicians and mothers find it is just what the infant needs for health and normal increase in weight.



An office on wheels—the

OLDSMOBILE

¶ The practical everyday utility—a valuable factor in modern business—takes the “waits” out of life—saves time—eliminates distance. Winter or summer all roads and weather conditions alike to the **Oldsmobile**.
 ¶ Starts from seat. Has large (5 gallon) water and gasoline capacity. New carburetor, giving more power with less fuel consumption. Hub brake controlled by foot lever. Convenient steering device. Two speeds forward and reverse. The car for the busy man of affairs, and equally serviceable to every member of the family. Why experiment? Buy a practical success.

Oldsmobile Standard Runabout, \$650
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WILLIAMS' SHAVING SOAP

“An Object Lesson”

These faces show the difference between **Williams' Shaving Soap** and other kinds. The lather of most soaps is thin and watery, and as soon as it is applied to the face begins to evaporate. It appears full of little pin holes (see face No. 1); the skin becomes hard and dry, the face burns and itches; it's torture to shave with such soap.

The lather of **Williams' Soap** is always thick, moist and creamy (see face No. 2); it softens the beard, makes the skin soft, pliable and velvety, and renders shaving easy and agreeable. Don't experiment on your face with other kinds. Insist on **Williams'.**

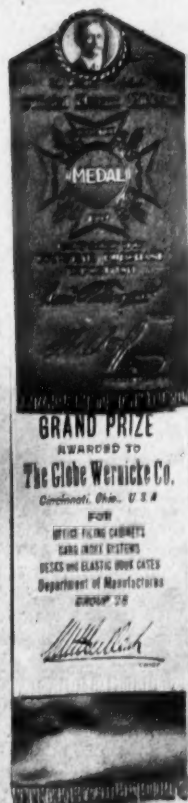
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Be to Certify that the Attached

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Is Awarded to

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Being the Winner of

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And that the Medal Attached has been awarded by the
Jury of Awards

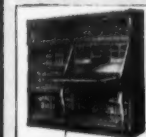
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Is the Evidence of Award of the Medal to All to Whom it is
 Awarded and to be retained by the Winner of the Medal

Jury of Awards

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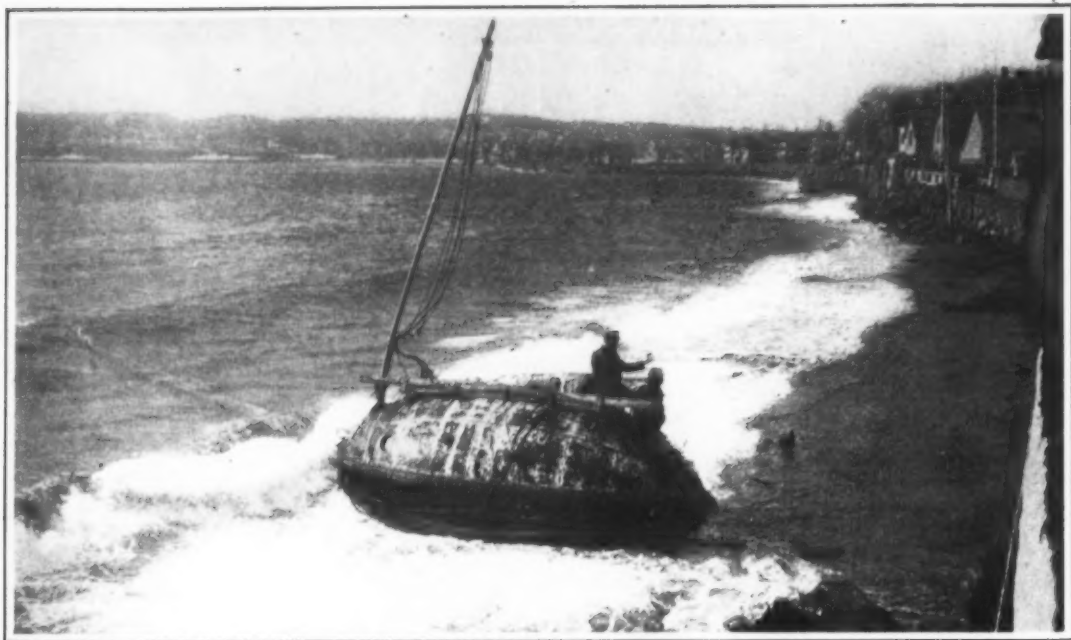
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CINCINNATI



CAPTAIN BRUDE'S UNIQUE EGG-SHAPED LIFE-BOAT "URAAD" STRANDED ON PAVILION BEACH, GLOUCESTER, MASS., AFTER A TRANSATLANTIC VOYAGE.



CREW WHICH MADE THE TERRIBLE TRIP IN THE "URAAD."—CAPTAIN OLE BRUDE SEATED AT LEFT, MATE I. THORSON AT RIGHT.

TRYING 3,000-MILE TRIP OF THE WORLD'S STRANGEST LIFE-SAVING CRAFT.

PECULIARLY-CONSTRUCTED SAIL-VESSEL, THE "URAAD," ONLY EIGHTEEN FEET LONG AND EIGHT FEET BEAM, WHICH CARRIED FOUR MEN FROM AALESUND, NORWAY, ACROSS THE ATLANTIC, AND, AFTER A STORMY VOYAGE (UNDERTAKEN TO WIN A PRIZE OF \$193,000), GROUND, WITHOUT SERIOUS DAMAGE, AT GLOUCESTER, MASS.—Photographed by H. W. Spooner.

Curious Spirituality of Japan.

Continued from page 80

able god of the Buddhist faith called Binzuru. He was once an honored member of the "Sixteen Rakkan" or disciples of Buddha, but he violated the rules of his order by remarking once upon a time upon the beauty of a female passer-by, and for this sin he was expelled from the order of holy men and banished from the inner sanctum. Hence, his image is always found outside of temple doors; but since the all-merciful Buddha, in return for all his losses, conferred upon him the power to cure all human ills, he became a most popular idol among the poor classes. They put bibs and wraps and odd little caps upon him to keep him warm, and when they have a pain they come to him for relief. They rub him on the spot corresponding to the location of their ailment and then they vigorously rub themselves, and doubtless the benevolent-looking old gentleman does much good in the world, since so many ills are created and cured by the simple force of imagination.

Now the good god Binzuru has a rival in the park of Geku temple in Yamada, a temple which by order of the august government harbors no trace of Buddhist faith. It is nothing but a rock standing beside the road near the circular pool of cleansing, where all worshippers stop on their way to the temple. This rock is supposed to possess miraculous healing influence, and I stood for half an hour in the early morning, when the park is full of people, and watched the faithful ones crowd about it. They stood in line waiting their turn to rub its smooth rounded surface, and it was all done so solemnly, so quietly, and with such reverence, that one almost believed with their simple belief. I walked on through the echoing silence of the forest and came at last before the white curtain of the gate of Geku, and here I stopped to look and wonder once again at this pagan faith so marvelously alive in the country that has taken its place almost miraculously among the foremost civilized nations of the earth. This white curtain of the gate of Geku has a strange, sad story to tell—a story full of far-reaching and unique significance.

There is no name that shines more resplendent upon the pages of Japan's modern history than that of Mori Arinori. He was one of the famous twenty-four youths selected by the progressive Prince of Satsuma in 1865 to be sent to England for education, and he studied at the London University for two years, spending a year or more in America afterward on his way to Japan. When he reached home, the revolution had just overthrown the Shogunate and restored the Emperor to single rule, and the wonderful new government was in process of formation. He was at once appointed to the foreign office and elected to the first convention—that wonderful convention called to remodel, to destroy, and make new, indeed, the ancient nation. He was father of many reforms, served his government as *chargé d'affaires* at Washington, and afterward as ambassador to Great Britain. In the latter capacity he rendered his country inestimable service, and his was a career to reflect honor upon any country; yet his murderer is to-day one of the popular idols of Japan, and it is with this that the white curtain of the gateway of Geku has to do.

These temples are so sacred that only members of the imperial household may cross their thresholds or even look within their portals. Now, Mori Arinori knew this, but he was a dispassionate student of religious systems. He came to see, to look, and to wonder as a foreigner might, to study this faith of his people, and in his great curiosity, or interest, he was tempted to lift with his walking-stick a corner of this curtain that he might look within the temple. He was not assassinated on the spot, although much wonder that he was not, but some months later, in Tokio, during an hour of triumph, one Nishino Buntaro sprang upon

him with a sword, and he paid the penalty of his desecration of this sacred shrine. And, marvelous record! so strong is the faith of the people in these gods of Ise that the murderer became a popular hero, and after his execution thousands of pilgrims visited his grave in Yanaka cemetery in Tokio, burning incense upon it and praying to his departed spirit to intercede for them with the gods he had so heroically served. To the remains of Mori Arinori were accorded all honors by all classes from the lowest to the highest.

Oh, strange, contradictory Japan!

The Professional Law-breaker.

ILLUSTRATIONS of the defective and inadequate methods of our criminal courts in the treatment of habitual law-breakers are only too common, but one such was afforded in a case before the children's court in New York the other day deserving of special mention. The case was that of a boy only fifteen years of age, who had been arrested on the charge of highway robbery. The lad's history being called for, agents of the children's society, who were present for the prosecution, produced a statement showing that during every year since his eighth, when the official record began, the boy had been arrested at least once for petty crimes or more serious ones. Twice he had been arrested for highway robbery, but discharged for lack of evidence. Last year he received his first sentence, and was out of the house of refuge on probation only two months when arrested for his last offense. On hearing this astounding story, the truth of which was unquestioned, the presiding magistrate of the children's court proceeded to do that which if done years before might have saved the lad from a criminal career. He sentenced the boy to the house of refuge, to be confined there until his twenty-first year.

With such a record behind him, it is exceedingly doubtful whether any fixed and arbitrary limit should have been set to the confinement of this young criminal. If at the end of six years in the reformatory he gives no clear evidence of a desire to lead an honest life, the best interests of society and of the young man himself would be served by keeping him under surveillance until such a desire was manifest, even though it might be for the whole period of his natural life. The evidence would seem to show that the boy is criminally diseased, a confirmed degenerate, and such being the case, he is no more fit to be at large than a hopeless lunatic. And what is true of this unfortunate lad is true of every confirmed and professional criminal upon whom the law can lay its hands. It is absurd and outrageous that persons of this type known to the police, the detectives, and other criminal authorities to be criminals by education and profession—pickpockets, swindlers, and "cracksmen"—should be allowed to roam at large and prey upon the community, subject only to arrest and detention for brief periods when caught in some overt act. The character and purposes of such persons being once ascertained and fully established, every consideration of right and justice demands that they should be apprehended and placed under conditions where they can do no further harm to themselves or to society by deeds of violence and crime, such restraints being continued until unmistakable evidence is afforded that a radical change for the better has been effected in the lives of the persons thus confined.

Such a course of treatment for the chronic and habitual criminal is in perfect harmony with justice, sound reason, and true humanity, and our penal system will not serve the ends for which it is constituted until it recognizes and enforces these principles in the courts and prisons. There can be no relative decrease of crime while persons of criminal traits freely act as a debasing leaven in society.

Automobiling the Society Woman's Fad.

Continued from page 78.

cents per gallon one can easily figure out that a daily run of twenty miles will cost only \$146 a year. Lubricating oil, kerosene for side lamps, carbide of calcium for headlights, and other incidentals will average, say, \$25 a year. For repairs and replenishments, sparking-plugs and the various springs, which perish, the cost will not exceed sixty dollars.

Another expense which will or will not be added, depending on the good luck and good driving of the chauffeur, is the tire bill. A complete new set of tires on a heavy touring-car will cost in the neighborhood of \$200, but with good care new tires will not be required for at least two years or more. With a professional chauffeur the expense will, of course, be increased to almost anything, as these worthies demand and receive incomes ranging from \$25 to \$50 a week. When a man owns an expensive machine he thinks he must have an expensive chauffeur to run it. One advantage to the owner is the fact that although an automobile depreciates in value to the extent of about one-sixth of its original cost in two years' time, it can always be sold or exchanged for a new and later model.

With a two-seated vehicle of from seven to twelve horse-power, averaging sixteen miles an hour on a level and costing from \$650 to \$700, according to make, the entire cost of keeping in New York City, if one acts as his own chauffeur, will be \$350 or \$375 a year, including all expense aside from tires, which on a light machine will average \$75 for a new set. A horse, with a single vehicle seating two, will cost for stabling from \$30 to \$35 per month. He will require shoeing about once a month, which will cost \$5. Incidentals, including tips for stable hands, robes, blankets, whips, etc., will average, say, \$25, and for a horse kept in the draughty stables of New York a veterinary surgeon's charges will average \$25. Altogether this will be \$536, without a coachman. For an automobile, the model four-seated, sixteen-horse-power, the garage cost will be \$25 per month, or \$300 per year; for power, counting twenty miles a day on a level grade, \$146; for repairs and replenishments, about \$20, and \$25 for incidentals, lubricating oil, tips, kerosene for side lamps, etc., a total of \$531, without a chauffeur.

The advantages of motoring are, of course, numerous and important. The automobile enlarges one's social circle to almost any radius of miles. To attend a luncheon twenty miles away is nothing. It places business, amusement, and education, anywhere within a thousand miles, within comparatively easy reach, which with a horse would be quite out of the question. It has been said by enthusiasts that an automobilist lives twice as much in the same span of years and increases his acquaintances, interests, and general knowledge to thrice the extent of the man without a motor wagon. When the motoring mania takes by storm the farmer as it has the city man, it will be a means of a social and industrial revolution throughout the country.

The Things We Eat.

THE CHIEF of the Paris Laboratory, who has been lecturing Parisians upon their digestions, puts it this way: "When a man takes milk for breakfast, preserved with formic aldehyde; when he eats at luncheon a slice of ham kept good by borax, with spinach or French beans made green with sulphite of copper, and when he washes all that down with half a bottle of wine, cleared with an excess of plaster of Paris, and that for twenty years, how is it to be expected that such a man can have a stomach?"

GET strength of bone and muscle, purify the system with Abbott's Angostura Bitters. All druggists.

54th ANNUAL STATEMENT OF THE MANHATTAN LIFE INSURANCE COMPANY NEW YORK.

HENRY B. STOKES, - President.

Total Payments to Policyholders Since Organization and Amount Now Held For Their Benefit

\$72,707,681.72

RECEIPTS IN 1904.	
For Premiums.....	\$2,559,061.76
For Interest, Rents and all other Receipts.....	998,854.76
	\$3,557,916.52
DISBURSEMENTS IN 1904.	
For claims by death, and matured endowments.....	1,356,877.75
Return to Policyholders (dividends, annuities and surrendered policies).....	487,680.98
Total Payments to Policyholders.....	\$1,844,558.73
Taxes, Commissions and all other expenses.....	1,053,456.63
	\$2,898,009.36
ASSETS JANUARY 1st, 1905.	
United States and other Bonds and Stocks owned by Company.....	\$3,655,135.00
Bonds and Mortgages, first lien (Fire Ins. \$5,452,414.).....	6,129,810.00
Loans on Bonds and Stocks.....	515,074.16
Real Estate owned by Company.....	5,874,925.00
Loans and Liens on Policies in force.....	1,516,565.02
Cash in Bank and on hand.....	405,012.46
Net Deferred Premiums and Premiums in Course of Collection.....	315,358.86
Interest due and accrued, and all other assets.....	270,801.57
	\$18,682,682.07
LIABILITIES.	
Policy Reserve (as Computed by New York Insurance Department).....	16,375,020.00
All other liabilities.....	143,590.98
FUND TO PROVIDE FOR POSSIBLE DEPRECIATION IN ASSETS.....	200,000.00
CONTINGENT RESERVE FUND.....	1,964,071.09
	\$18,682,682.07

We, the undersigned, a Committee elected by the Board of Directors of the Manhattan Life Insurance Company to examine the accounts of the Company, hereby certify that we have carefully examined in detail the assets of the Company, and that they are correctly shown in the foregoing statement. The liabilities shown include the reserve on policies in force as calculated and certified to by the New York Insurance Department.

WALTER C. STOKES,
DWARD S. RAPALLO,

SIMEON FORD,
ALFRED SKITT. } Committee.

GAIN IN INSURANCE IN FORCE,
GAIN IN INSURANCE WRITTEN,
GAIN IN CONTINGENT RESERVE FUND.

GAIN IN INCOME,
GAIN IN ASSETS,

Jasper's Hints to Money-makers

[NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fourth Avenue, New York, at the full subscription rates, namely, four dollars per annum, or two dollars for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answers by mail or telegraph. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor LESLIE'S WEEKLY, 225 Fourth Avenue, New York.]

TO those who remember the tremendous strength of the cotton market a little over a year ago, and the marvelous predictions then made in regard to the future value of cotton, the recent severe decline in that commodity must have been an astonishing revelation, but the cotton market has simply duplicated the action of the stock market after the tremendous boom of 1901-2. It is easy to recall the alluring statements of the bull leaders at that time in reference to the great scarcity of Wall Street securities. The statement was made that there were not enough stocks and bonds to go round; that the country's wealth had increased so prodigiously that the surplus capital seeking investment could only find it hereafter on a three per cent. basis. So, during the height of the cotton boom the public were told that the day of cheap cotton had gone forever; that the world's supply was far less than the growing demand, and that 17-cent cotton hereafter might more naturally be expected than 7-cent cotton.

Those who had followed similar erratic bull movements both in the stock and in the produce markets warned the public against placing too much reliance on the figures and predictions of boomers whose only purpose was to secure higher

prices, but the few who sounded these warnings were denounced as prophets of evil and were laughed to scorn by the great rushing crowd of speculators hastening to their doom. I simply recall these facts because they teach a lesson—the most important lesson that can be taught to those who venture in the devious paths of Wall Street—and that is the lesson of conservatism. Don't believe anything you hear, half that you read, or much of what your own eyes see. The money for the leaders of the Street is made on a rising market. The bulls have been the great winners on every advance, and they far outnumber the list of bears who have profited by declines.

While the stock market opened in the new year with manifold traces of doubt, hesitation, and suspicion, the fact that stocks did not seem to be for sale in great volume gave an indication of solidity and strength that veterans of the Street regarded as suggestive. In my talks with some of the most substantial financial leaders I have been impressed by the unanimity with which they have dwelt on the general prosperity of the country. For some reason they seem to be inclined to a belief in higher prices, mainly because of the growth of our natural wealth. One old-time financier, carried perhaps a little too far by his enthusiasm, said:

"Don't forget that this is a great country, and that it is still a new country. It hasn't half the population to which it is entitled. It has the greatest home market in the world. It makes good wages for its people and they all live well and are happy. Every railroad is feeling the good effects of this general prosperity;

so are industrial corporations. Each year, by the natural growth of our population, there is a natural growth of business for railroads and factories, and I cannot escape the conviction that our chances are altogether in favor of good rather than of bad times. Any railroad that has its franchise and its property in any part of this growing country has in that franchise, with all its possibilities, something of the highest value. I believe in our railroads, and those who buy cheap railroad stocks and have patience to hold them will make money. The same thing, in a minor degree, might be said of our industrial corporations."

The banker whose opinion I have thus quoted was as buoyant and bullish on the Steel Trust and the Copper shares as on everything else, and I quote him simply because he is a type of the majority of those who are now speaking for Wall Street. This is the bull side at its best, but there is a bear side: the fearful war in the East, which is consuming two million dollars every day in needless and worse than useless expenditure, is draining the gold from the coffers of the world and is straining the credit of two of the most important nations. It is true, as I have said before, that thus far the United States has profited enormously by the war in the East. Fabulous amounts of food and ammunition and army supplies have been forwarded from this country to the contestants. Much of this has escaped observation and has been kept as secret as possible, because the articles were contraband of war. On the other hand, we have lost heavily of our surplus gold and must lose much more if the war continues. The fact that the loans of the first-class governments of Russia and Japan command from 6 to 7 percent. is not overlooked by financiers who are offered investments in American securities on only a 4 per cent. basis. In this day of ready communication between all parts of the world money seeks the same level at its different centres. Usually, it has been higher in this country than abroad, but the war is beginning to reverse conditions, and what the result will be upon money rates in this country finally, I am unable to predict.

Aside from the money-market situation other facts must be considered on the bear side. The desire and intent of the administration at Washington, in obedience to a prevalent public sentiment, to take up the question of tariff revision, and the avowed purpose of the administration to check the railroad rebate system may have far-reaching consequences. Revision of the tariff by Congress always portends trouble in industrial circles, and the regulation of railroad rates by the government and of the affairs of certain great trusts will bring to light things which must inevitably lead to further and still more drastic legislation.

The great increase in railroad earnings of late years has been due not altogether to the prosperity of the country, but more to the fact that quietly, and for the most part secretly, a few great railroad magnates have reached out to control the rate-making power, and then have increased the rates and maintained them on a far more profitable basis than ever. Step by step these magnates have con-

centrated their power and increased the pressure on shippers, with the purpose of draining every cent they could out of the patrons of their properties. Tremendous issues of new bonds and additional issues of stock have been made, and on these it has been necessary to earn interest and dividend charges. At last the

Continued on page 92.

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Jasper's Hints to Money-makers.

Continued from page 91.

shipping interests have united to oppose the exactions of the railroads and the iniquities of the rebate and private-car system, which should never have been permitted to exist. If Congress, even though it be largely dominated by railroad interests, does not respond to the President's demand for the correction of these abuses it may be safely assumed that the respective States will take them up as far as they can and deal with them more harshly and unsparingly than would the general government.

While it is true that under the existing system phenomenal earnings are shown by the railways, it is also true that a strong and growing opposition to the methods of our railway managers is manifesting itself throughout the country, and that unless this feeling is speedily checked it must exercise a most powerful and depressing influence on railway properties. It may be said that it will take time to bring about this situation, but events sometimes move with great rapidity, and revolutions are often born in a day. Meanwhile, money will be made in Wall Street on its ups and downs, but more will be lost. Those who make it will do so because of their knowledge of the situation, their promptness in buying or selling and in taking a profit whenever it is at hand, and by their skill in extracting the truth out of all the vast amount of rubbish and rumors constantly given out regarding Wall Street properties. All

the big men still want a higher market for the money there is in it—for them.

"W." Staunton, Va.: Either has merit at present. "M." Montpelier, Vt.: 1. The long-continued rise in mining stocks makes most of them now look unattractive. Greene Con. Copper looks cheaper than Utah at present. 2. The Chemical companies expect to suffer from the proposed reduction of cotton acreage. 3. You could buy 50 shares of United States Gas Imp. stock, of Philadelphia, with chances of making a pretty fair investment, or 5 Tol. St. L. and W. bonds netting you about 5 per cent. at prevailing prices.

"S." Hagerstown, Md.: 1. The Seaboard plan is not altogether clear to me. I dislike the manner in which this property has been juggled with. The bonds would give you greater safety, and I am inclined to believe with you that they will sell higher if the adjustment plan is carried out. 2. With over 15 per cent. of accrued dividends on Ice preferred to be paid in good 6 per cent. bonds, the preferred looks like a much better speculation than the common. The new plan is favorably regarded by large holders.

"Cape Cod": 1. Talk of an increased dividend on Soo common is heard. This ought to make the preferred stronger. If held for investment I would not sell, for it is cheaper than most of the 7 per cent. preferred railroad shares. 2. The market is in an apprehensive mood, expecting something to happen, but not knowing what it may be. There is no doubt that railway circles are apprehensive that severe restrictive legislation may be sought at Washington, but this does not seem to be imminent. 3. Write to the company for the statements.

Continued on page 93.

Life-insurance Suggestions.

I HAVE before me the annual Christmas letter issued, according to a time-honored custom, by one of the great life-insurance societies of the country to its managers and agents in the field. The message was written by a high official of the society who has been with it almost from the beginning of its forty-five years of history, and is composed partly of interesting reminiscences of the early struggles and vicissitudes of the enterprise, and partly with a review of its growth, success, and present status, with some suggestions as to work for the future. One thing, among others, which has impressed me in this letter, and one which speaks more loudly than words could do of the wise management, vital strength, and sound methods of the company in question, is a table showing the steady and uninterrupted increase of the society's assets and surplus from the date of its organization to the present time, a showing which derives added significance from the fact that during these same years the society suffered many bitter and unsparing attacks from its rivals and opponents, and was subjected, as were all other business enterprises of the time, to the stress and strain of several periods of great financial depression, periods of storm and trial so severe that only the truest and stanchest craft rode them out in safety. But so far as the tabulation referred to shows, the years which brought disaster and ruin to so many commercial enterprises had no appreciable effect upon the volume of business transacted by this society nor upon the ratio of steady upward growth. There was here no shrinkage in investment values, no sacrifice of investors to emergent demands, no cutting off of promised and accrued benefits, no shirking of obligations and responsibilities. Surely a business that could make such a record as this has proved that it is worthy of the largest measure of public confidence.

"S." Ohio: It is an old company, making a conservative report and apparently doing a safe business.

"Lake": A fifteen-year endowment payable to your daughter would seem to meet the requirements of the situation. In case of their death it would come to you.

"B." Salem, O.: The dividends of late years have been much less than formerly, but the company is old and has a good record, and its foreign incorporation would not invalidate the terms of its policies.

"R." Lebanon, Penn.: I doubt if I would send much more good money after bad. I do not like the plan or the company. It perhaps has put you under such legal obligations that you cannot readily escape them.

"G." Paducah, Ky.: Any agent of the company will give you a full statement for the past year of the assets, capital, surplus, etc. It is by no means one of the oldest companies, nor one of the strongest, but appears to be doing an increasing business.

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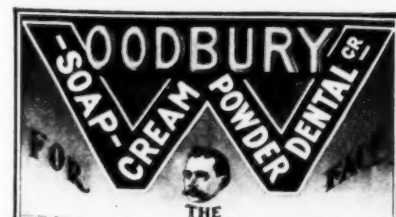


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Jasper's Hints to Money-makers.

Continued from page 92

"B. T." New York: I cannot advise on cotton. "Slatington." Penn.: Anonymous communications not answered.

"P." Camden, N. J.: Two dollars received and preference continued for six months. "H." Boston, Mass.: Not dealt in on Wall Street, and can obtain no information.

"R." St. Louis, Mo.: 1 and 2. Inquirers requested no publicity. 3, 4, and 5. American Ice.

"H. A. E." New York: Where are the stocks listed? I find no transactions on Wall Street.

"O." Oxford, Conn.: Neither of the stocks referred to is dealt in on Wall Street, and no report is available.

"W. M. H." Glens Falls: Those familiar with the company are very bullish on its prospects, but no inside figures are obtainable.

"X. Y. Z." Camden, N. J.: 1. I regard U. G. I. favorably. 2. Mexican Central has been the subject of too much bull manipulation. 3. Am unable to get a rating.

"H." East Alton, Ill.: It has had reverses, and I do not believe that the outlook is altogether cheerful. Having paid for the stock, you should receive a properly worded certificate to that effect.

"B." Newark, N. J.: I certainly would not sacrifice my Lake Superior. It would be better to wait for the outcome of the year's business. Reports are not yet available, but the reorganized concern is doing well.

"M." Toledo, O.: It would be well to ask your broker to give you the official plan of the Lake Superior Company. No doubt he can easily obtain it for you. I have given the information repeatedly. You perhaps desire it more in detail.

"X." Norwich, Conn.: The involvements of the Rock Island bonds are such that I have not time to enter into an explanation of them. You might obtain a technical answer to your question by addressing the secretary of the company.

"B." Baltimore: 1. Meeting held 10th. 2. Understand plan is now to be made public. 3. Arrears on preferred to be paid. 4. Looks cheap. 5. Greene Con. Gold is highly speculative, and the price has been made by wash sales and manipulation.

"C." Oil City, Penn.: 1. Yes; I have been already fully supplied. 2. Rumors of approaching dividends on M. K. and T. preferred have been heard for some time. It does not look as attractive as St. Louis and Southwestern preferred, selling somewhat lower. 3. Pere Marquette stands well because of its excellent earnings.

"L. A." New Orleans: 1. I would not be in a hurry to buy Southern Ry. preferred or C. C. C. and St. Louis common. St. Louis Southwestern preferred looks better, on reactions. 2. Southern Ry. is too close a corporation for me to predict what may happen. 3. C. C. C. and St. L. preferred is entitled to 10 per cent. non-cumulative dividends. 4. Yes.

"Trust." Hudson, N. Y.: 1. The Knickerbocker Trust Company is regarded as one of the strongest institutions of its character. The latest reports of deposits show more than \$55,000,000, an increase during the past year of more than \$21,500,000. Its president is Mr. Charles T. Barney, a financier of high standing. 2. The same rate as other trust companies allow, and entirely safe.

"Mons." Montana: 1. That is the plan practiced by many cautious investors. They order shares at a low price, hoping to catch them on a sudden break. 2. No. 3. Prices are fair. 4. Of course you could extend such a list indefinitely. 5. Unless the B. and O. dividends is to be increased the stock is high enough. Insiders are very bullish on it. 6. Obviously impossible to forecast in such a matter.

"Notnac." Canton, O.: 1. I cannot commend them, as I can obtain no rating. Any banker with whom you may be acquainted could probably get the rating that you ought to have, first of all. 2. Dividends on Greene Con. Copper net not quite 10 per cent. on the selling price of 25 or 26. They are made bi-monthly. It would be better if they were made quarterly, as similar dividends usually are.

"P." Cleveland: 1. The preferred looks much better, especially in view of the fact that the dividends in arrears are to be paid off, which will bring the cost of the stock down to a reasonable figure. 2. At present Chicago Union Traction would have the preference. 3. If money continues cheap, it looks as if the leaders of the Street would try to stiffen up the market this spring, persistently, but not too rapidly.

"F." Worcester, Mass.: American Locomotive Company with large surplus earnings could pay a dividend on the common, but if this is done it will be for the purpose of unloading the stock, for a conservative policy would favor the accumulation of a still greater surplus and working capital to meet possible emergencies. Many railroads are building their own locomotives, and the American Company has still a powerful opposition.

"Inquirer." Buffalo, N. Y.: The Quotation Record, Railroad Edition, just issued by Edey, Brown & Sanderson, members New York Stock Exchange, No. 1 Wall Street, New York, will be sent by that firm to you free of charge if you will send them a 2-cent stamp and mention LESLIE'S WEEKLY. This valuable little booklet will give you all the facts you ask regarding Southern Pacific, M. K. and T., and all the leading railroads. Its tables and statistics are of great value.

"Pina." Utica: 1. The American Tobacco 4s are to be listed, and around 72 look like a fair speculation, as 2 per cent. interest is due February 1st. The Con. Tobacco 4s, which started in at about the same price as the American, were whooped to over 80 for a spell. 2. No. I am told that insiders had standing orders for Greene Con. Copper in large amounts at 25. 3. I doubt it. 4. I find no rating. Prefer something stronger. 5. I know of none that I could safely recommend.

"G. W." Milwaukee: 1. The company will not make the price of the stock. That will be made by the public, and everything depends on the earnings the new organization may report. I am told that the Lake Superior Company has orders sufficient to keep its rail mill busy full time until September, and that with new orders shortly expected the rail mill will be kept busy turning out 500 tons a day until the close of the year. 2. I certainly would not sell my stock at a sacrifice. If the iron industry shows anything like the improvement that the Steel Trust claims, this will be a good year for all the great iron and steel corporations. I believe that the revival in the iron industry is not as widespread as has been reported.

"S." Georgel, Va.: 1. The passage of the proposed ship subvention bill would no doubt help Int. Mer. Marine, but the common has doubled in value lately, although it seems to be strongly held. The shipping industry is showing an improvement. 2. Stocks Tobacco preferred. On reactions St. Louis Southwestern preferred, Amer. Can. preferred, Greene Con. Copper, Railway Steel Spring, and the American Tobacco 4s offer opportunities for a profit, although some believe that the market is entitled to and will have a more decided reaction. Unless this reaction comes shortly the bull leaders are likely to take the market in hand and put it higher, provided no unforeseen contingencies interfere with their plans. 3. Rock Island common is still talked of for a rise, and there are rumors that its voting quality is to be restored.

"L. A." Los Angeles, Cal.: 1. As I have said repeatedly, it is impossible for me to give you a list of stocks as preferentially safe to deal in, with any hope that this list may not change the very next day, with changing conditions and developments. A stock may be worth, as compared with another, a lower price to-day, and then something may happen to the former, in the shape of a favorable combination, perhaps, with a competing line, that will give it decided superiority over the other. 2. Greene Con. Copper, if reports made to the stockholders at the recent annual meeting were truthful, is quite as safe as any of the copper properties. There has been no talk of a reorganization, but, on the contrary, the talk favors increased dividends. Around 25 it seems to have been in very general demand. 3. Spencer Trask & Co. and John M. Shaw & Co., both of New York City, are members of the Stock Exchange in good standing. The commission of exchange brokers is one-eighth of one per cent., or \$12.50 for one hundred shares.

"Sank." 1. At present not much choice. 2. Granby Con. Mining is a Montreal corporation, with a capital of \$15,000,000, par \$10, and non-assessable. Its properties are in British Columbia, and it has a large ore body of a somewhat low grade. It is said to be well managed. It has paid dividends. 3. Non-assessable. 4. Unless the earnings of Steel Trust show a much heavier increase than has thus far been officially reported I do not see where dividends on the common are to be obtained. It must be borne in mind that a part of the dividends on the preferred, during the past year, was not earned, but was paid from the surplus. While Corn Products common may not resume dividends (and it ought not to if conservatism prevails), still the last report showed a larger surplus applicable to dividends on the common than was shown for Steel common. 5. The Greene "Gold" has never paid a dividend and has thus far been considered only a prospect. The price has been manipulated to present high figures. 6. The Wabash R. R. needs to expend a great deal of money before the preferred common can expect dividends. It should be largely double-tracked and put in much better condition generally. The strength of the stock, in view of these facts, is quite surprising, but it is reported that it is due to the fact that it is closely held, to prevent Pennsylvania interests from buying in or securing control. 7. No.

"S." Rome, N. Y.: 1. I would not be in a hurry to enter this market. 2. On declines, active stocks like Erie and Rock Island would be likely to give you a better chance for a profit. 3. I think American Ice preferred offers a much better chance than American Woolen common. The statement, now publicly made, that the arrears of dividends on Ice preferred are to be paid in full in a good 6 per cent. bond, or, if preferred in cash, on the basis of 70 per cent. for the bond, means much to the preferred stockholders; and the fact that the capital of the company after the new plan has been put in vogue will be only \$20,000,000, with fair prospect of dividends upon it in good years, should be borne in mind. The trouble with American Ice stock is that it is so generally discredited. If the company continues to prosper and finally earns and pays dividends the situation will radically change.

4. Greene Copper at 25 seems to be picked up by insiders. It certainly pays pretty good returns on the investment. 5. If what is reported on the Street in reference to the book value of American Malt preferred, as approximating 40, and as to the largely increased earnings of Steel Spring common, is true, both ought to sell higher before they show much of a reaction. 6. I cannot answer. 7. Not at present. 8. There will be but one kind of stock of the new Lake Superior Company. It might be well to watch its earnings before reaching a conclusion.

"F." Troy, N. Y.: 1. There are possibilities, if the market shows strength, for a fair profit in American Can preferred, Malt preferred, and Greene Con. Copper. 2. I regard Railway Steel Spring common as equally meritorious, and certainly worth more intrinsic value than the Steel Trust common shares. The latter pays no dividend, while Steel Spring pays 2 per cent., and can pay 4 per cent. without trouble. 3. A large number of orders for Greene Con. Copper were put in around 25, apparently by insiders. 4. The American Tobacco 4s, just listed on the stock exchange and selling around 72 when they were listed, could not be "a perfectly safe investment," selling at that price, but they are regarded as an excellent speculation. The interest charges are said to be earned twice over. 5. A little less than 10 per cent. 6. I certainly would not sell my Ice common at a loss. The new stock, to be issued for it on the basis of one share of new five of the old common, ought to command a much healthier market because of the decided reduction in the capital stock. You perhaps have observed that three outside Ice companies around New York City have recently failed, as the direct result of the low prices growing out of the severe competition of last summer. Yet the American Ice Company showed a profit of over \$300,000 last year as against a small deficit for the preceding year. It suffered from the competition of the independent dealers, but not as much as its competitors, and a great many of the latter were unable to survive.

NEW YORK, January 19th, 1905. JASPER.

**DENTACURA COMPANY,
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can pay 4 per cent. without trouble. 3. A large number of orders for Greene Con. Copper were put in around 25, apparently by insiders. 4. The American Tobacco 4s, just listed on the stock exchange and selling around 72 when they were listed, could not be "a perfectly safe investment," selling at that price, but they are regarded as an excellent speculation. The interest charges are said to be earned twice over. 5. A little less than 10 per cent. 6. I certainly would not sell my Ice common at a loss. The new stock, to be issued for it on the basis of one share of new five of the old common, ought to command a much healthier market because of the decided reduction in the capital stock. You perhaps have observed that three outside Ice companies around New York City have recently failed, as the direct result of the low prices growing out of the severe competition of last summer. Yet the American Ice Company showed a profit of over \$300,000 last year as against a small deficit for the preceding year. It suffered from the competition of the independent dealers, but not as much as its competitors, and a great many of the latter were unable to survive.

NEW YORK, January 19th, 1905. JASPER.

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Awarded**

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You Can Use the Loftis System. Why not savings proposition in 1905? You simply select the Diamond that you want from our Catalogue and we send it to you on approval. It costs you nothing to do this, for we pay all express charges and leave you perfectly free to buy or not after seeing our goods. If you like what we send, pay one-fifth of the price and keep it, sending the balance to us in eight equal monthly payments. The monthly payments will be just the same as putting a little money in a savings bank every month and will pay much better.

You Are Not Too Far Away to have a Diamond Savings Account with us. We open these accounts with honest people all over America. The ten-dollar a week employee is just as welcome on our books as is his well-to-do employer.

A Help to Saving. With every Diamond or furnish free, one of the Loftis Steel Safes for Home Savings. Drop your nickels and dimes into the little safe as you can spare them and your Diamond will soon be paid for without you once missing the money. It will be the best investment you ever made, and will pay twenty per cent. annual profit through the constantly increasing value of Diamonds. Write for our Catalogue today; select your Diamond and begin saving your money at once. All the time that you are saving, you can have the pleasure of wearing the Diamond.

Guarantee and Exchanges. Our Guarantee Certificate is the strongest and broadest ever given by a responsible house. We give one numbered and signed with every Diamond. We accept any Diamond ever sold by us, as so much cash in exchange for other goods or a larger Diamond.

Our 1905 Catalogue is the finest ever published, and shows the finest line of Diamonds, Watches and Jewelry ever put on paper. We show many inexpensive articles, but nothing cheap or trashy. Every piece of goods that is given a place in our Catalogue, must first stand the test of Loftis Quality—Highest in the trade.

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The Fifty-fourth Annual Statement of The Manhattan Life Insurance Company, which appears elsewhere in our columns, shows that this sterling old institution, founded in 1850, has made its usual solid and substantial gains, and the Company is now larger and stronger than ever before. The Assets, Surplus, and Total Insurance in Force show especially handsome increases. The Total Receipts during 1904 were \$3,557,916.52, and the Total Disbursements \$2,898,000.36, a gain over income of \$659,916.16.

Asthma Cured to Stay Cured. No medicine needed afterward. Book "A Free" P. Harold Hayes, Buffalo, N. Y.



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ELDEST DAUGHTER (log.)—Please, sir, muvver says we've come to live darn yer strete, and so will you fill this 'ere basket with samples of yer shop? —Black and White.

WILSON WHISKEY

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Good Roasted COFFEES, 12, 15, 18 and 20c. a lb.

For full particulars and prompt attention, address, MR. MILLER, Care of THE GREAT AMERICAN TEA CO., 81 & 83 Vesey Street, P. O. Box 289, New York.

SPECIAL OFFER

ON a SAMPLE ORDER of \$5.00 and upwards of Teas, Coffees, Spices, Extracts and Baking Powder, we will allow you \$9 per cent. off and pay all express charges, so that you may thoroughly test the quality of the goods. This is a chance that is seldom offered; it gives all a chance to purchase our goods at less than cost.

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TWO WEEKS' TOUR VIA PENNSYLVANIA RAILROAD.

The first Pennsylvania Railroad tour of the season to Jacksonville, allowing two weeks in Florida, will leave New York, Philadelphia, Baltimore, and Washington by special train on January 31.

Excursion tickets, including railway transportation, Pullman accommodations (one berth), and meals en route in both directions while traveling on the special train, will be sold at the following rates: New York, \$50.00; Trenton, \$49.00; Philadelphia, Harrisburg, Baltimore, and Washington, \$48.00; Pittsburg, \$53.00; and at proportionate rates from other points.

Similar tours will be run February 14 and 28.

For tickets, itineraries, and other information, apply to ticket agents, or to George W. Boyd, General Passenger Agent, Broad Street Station, Philadelphia.

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“Doing California”

¶ A guide of experience that anticipates your questions about California and answers them.

¶ This book should visit you before you leave home; it will tell you what you wish to know about a California tour, and how best to enjoy the time you spend there. It plans the easiest and most delightful journeys from one place of interest to another.

¶ Saves you time and money by planning trips so you need not double on your trail; arranges separate journeys to each attraction; enables you to see something of interest in each day's journey; or you can combine several schedules offered and spend half of the year in California.

¶ It is more than a guide book—it's a friend to travel with you to California. It will enable you to make any change in your plans at any time.

¶ It is a book of seasons. Tells when California is in bloom, when the apricots turn gold, when the grapes grow purple and the wine is pressed. Tells when the Sierras keep open house, and when the ocean surf is the most genial.

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¶ “Doing California” has a spice of legend and romance. It conducts you along the wonderful chain of 21 Franciscan Missions more than a century old. It takes you back to the days of the Argonaut of '49.

¶ It is colloquial and versatile, neither theoretical nor ponderous—just a friend to call on you and tell in an easy going way, from much practical experience, how best to enjoy your trip to California.

¶ Fold two 2-cent stamps in your request and the book will be mailed you promptly. Address

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CHICAGO.

How to Choose An Automobile

BY LOYD A. THOMAS

"THE Driver lost Control of his Car!"
That's part of the newspaper report on nearly every automobile accident.

Doesn't it set one thinking?

The most important thing about an Automobile is its method of Speed-control.

Mere Horse-power is secondary to this!

Many cheap Motors develop high power, while they last,—but they wear out in a hurry, and are unreliably controlled.

Many Automobiles are controlled by expanding Speed-Governors. These have many wearing parts. They have revolving fly-out Arms, Springs, Gears, Belts, or Shafts, with special Levers to operate them.

They work well enough, while new. But,—Wear, Rough Roads, Overheating, or poor Lubrication, may put them out of adjustment, at critical periods.

Then there's another item for the Press.

The Speed-controlling system of a Car can't be too simple.

It can't have too few parts to get out of order. It can't be too direct, too flexible, too graduated, too Automatic, nor too Reliable.

Even a Dare-Devil Driver can do more daring things, with a Car, when he knows he can absolutely depend on its Speed-control working at the precise moment, and to the precise degree, he expects it to work.

This is where the "Winton of 1905" scores over all other Motor Cars.

* * *

The speed of the Winton Motor Car is controlled by Air-pressure.

No Gears to wear out, no Springs to weaken, no Levers to stick, at critical moments. This is why Winton "Air Control" gives such absolute security.

When the Winton Motor starts running it at once compresses enough Air to cut off its own supply of Gas, in a half-minute. And a Motor must stop running when the Gas is shut off from its Cylinders.

The Winton Cylinders can only receive Gas when you purposely spill some of the Air-pressure that throttles it.

This Air-pressure is released (or spilled) by merely pressing your right Foot on a spring Pedal beside the Steering Shaft.

The more you press that Pedal the faster the Car travels.

The less you press it the slower the Winton Car runs.

Take your foot off the Pedal and the Car stops altogether.

Isn't that simple, safe, and easy to remember, in emergencies? No Valves to turn, no Gauges to watch, no Levers to move.

With this one Pedal alone, and using the high-speed clutch, you can run Four miles an hour, or Forty miles an hour, or any speed between these two. No arbitrary half-speed, quarter-speed, nor full-speed Levers to consider, in ordinary running of the 1905 Winton.

Your foot on the Pedal sets the Pace as perfectly as if you were walking or running.

Think of the sure control this gives you,—the freedom from risk or anxiety, and the time saved in learning the Car.

A Youth could run a Winton the first time he rode in it, after an hour's coaching.

But,—no Car except the Winton can use this Air-pressure Control. Because, it is a basic Winton-Patented feature.

* * *

Then, there's the Winton Steering Gear of 1905. Observe that it is not a "Worm Gear," like the others.

The thread of a Worm wears down in the center long before the sides wear. Then you have "lost motion" in the Steering Gear. That "lost motion" makes steering mighty uncertain sometimes.

It upsets the Driver's calculations, and so may lead to serious accident in running through crowded streets or close quarters.

If you tighten up the wear on a Worm steering gear it is then liable to "wedge" in the nut, when you turn sharply on short curves.

That may land you in a ditch.

No "lost motion" nor "wedging" is possible with the Winton Steering Gear of 1905.

Because, it has a whole round thread on the steering shaft.

This works in a whole-round nut.

The thread must therefore wear evenly all around when wheel is turned to left or right.

Your life may some day depend on the accurate control this patented Winton feature gives.

* * *

The 1905 Winton has been made the most accessible car in existence.

Nearly all Wintons have in the past had Horizontal Two-Cylinder Motors. These were necessarily placed under the forward seat.

But,—this year it's different.

The Winton Vertical Four-Cylinder Motor is placed forward of the dash-board, under a hood, where it is instantly accessible.

When you lift off its Aluminum Cover every working part (except the Transmission Gear) may be seen at a glance.

Pistons, Crank Shaft and Connecting Rods may be quickly removed, without disturbing Cylinders or other Motor parts.

The four upright Cylinders are fed Gas (Gasoline and Air, Mixture) by one single Carburetor.

No changing of Mixture is necessary with the 1905 Winton. Its Carburetor is permanently set so as to produce one standard grade of (Gasoline and Air) Mixture, at all times. No experimenting with Mixture needed, lots of trouble avoided,—lots of adjusting saved.

The Winton speed control supplies more, or less, of this standard grade Gas, to the Cylinders, at will, but never tampers with its quality.

All Four Cylinders are "fired" by one single Magneto.

This is positive Gear-driven, instead of being chain or friction-driven. It thus gives absolutely regular and continuous ignition, no matter how rough the roads, nor how great the vibration from any cause.

No Dry Batteries, Vibrators, Storage Batteries nor "Accumulators" needed with a 1905 Winton.

Think of the worry, detail, "tinkering" and expense this cuts out,—the Simplicity it affords.

Under the floor-board (between front seat and dash-board) is the Winton Transmission Gear. Lift up that board and you see the Aluminum Gear case. Turn a handle, and part of that case comes off.

Then you have, right under your eye, the three non-breakable clutches,—two forward and one reverse.

These can be removed bodily, in a few minutes time, without getting under sides, or body, of car.

The Dust-pan beneath the 1905 Winton is permanently fixed there. Because, there is no longer any need to look below the floor of the car, or below the base of Motor, as all parts are reached readily from above.

No other Vertical Motor Car is half so accessible.

Now, note the new Twin-Springs of the 1905 Winton.

The upper Spring, for light loads, and good roads. This gives a motion easy as that of a Pullman Parlor Car.

The lower Spring reinforces the upper, for heavy loads.

Prevents pounding of Carriage body, and Motor, when running over rough roads, crossing railway tracks, or "thank-ye-mums."

The Twin-Springs are shackled together at each end. They thus work together, but do not touch, except when carrying a heavy load, or bouncing hard at high speed.

These Twin-Springs double the comfort of riding in an Automobile. They add 30 per cent to the life of a Motor, in protecting it from jar, pounding, and vibration.

They take nearly half the work off the Tires.

They make the whole carriage lively, smooth-running, elastic in action, and permit of much greater speed over rough roads.

These Twin-Springs can be had on no other Motor Car but the 1905 Winton, because they are protected.

Another 1905 Winton feature is the Automatic Oilier.

This feeds Oil, to every friction spot, in exact proportion to the speed Motor is running at. Impossible to siphon, or flood the motor. No springs nor valves.

The Cylinders of the 1905 Winton are cooled by rapid circulation of a non-freezing Fluid (Polar Compound). This is pumped around them, Carburetor and Exhaust-valve chambers, then back into Fin Radiator for cooling.

Behind the Radiator is a gear-driven fan, and in the fly-wheel is cast another. These two Fans pull the air between the pipes and fins of the radiator so fast that the fluid is thus cooled rapidly.

The Fans act and the Fluid circulates, even when the Car is standing still, if the Motor be running at all.

The 1905 Winton therefore has the advantage of both "Water-cooled" and "Air-cooled" systems combined.

Winton Style is proverbial. But, the 1905 Winton is the most graceful design yet produced. People call it "the Winton Greyhound." Because, it has such long, graceful, racy-looking lines. See the picture below.

That shows the \$1800 Winton for the year 1905.

It has practically the same Power as last year's \$2500 Winton.

But, it weighs nearly a thousand pounds less, and so has more speed, per Horse-power.

Because, the Motor has less weight to propel.

The \$2500 "Winton of 1905" has 24-Horse power.

Length is 150 inches, Wheel-base 102 inches.

The \$3500 "Winton of 1905" has 40 Horse-power.

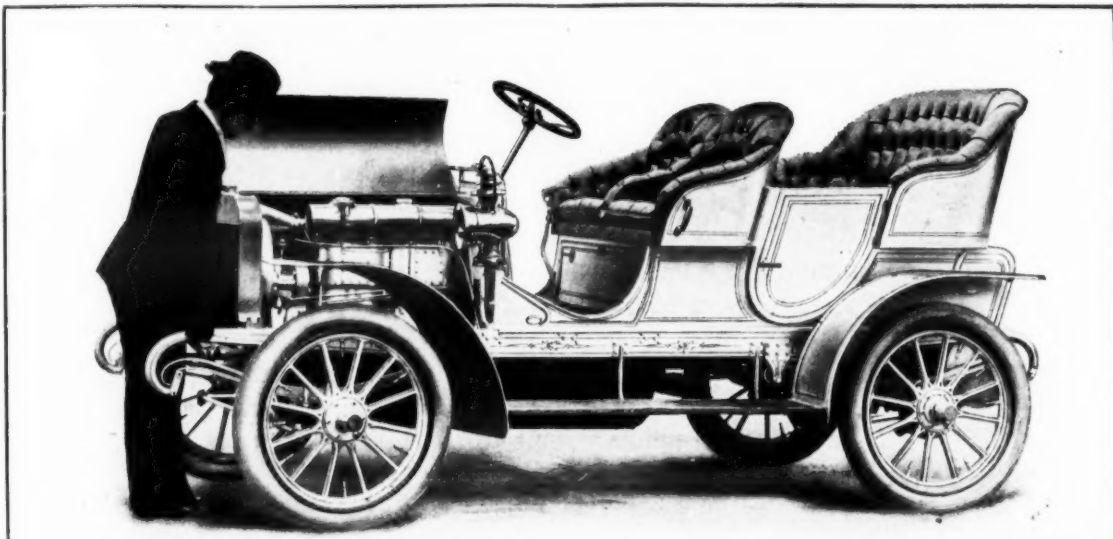
Length 154 inches, Wheel-base 106 inches.

The \$4500 "Winton of 1905" is 40-Horse power. Limousine.

Duplicate parts, for repair, are carried constantly in stock, and shipped instantly on receipt of telegram. That's a mighty important consideration.

Write today for new Winton Catalogue.

Address The Winton Motor Carriage Co., Dept. O, Cleveland, O.



The WINTON of 1905
Vertical, Four-Cylinder Motor.

Model C.....	16-20 HP..	\$1,800
Model B.....	24-30 HP..	\$2,500
Model B, Limousine,	24-30 HP..	\$3,500
Model A.....	40-50 HP..	\$3,500
Model A, Limousine,	40-50 HP..	\$4,500